

Daily Universe

Brigham Young University, Provo, Utah

Professors analyze writing to identify author

By KERSTIN SMITH
Universe Staff Writer

those of known authors.

"We go to great pains to avoid measuring the context," said John Hilton, adjunct professor of statistics.

The authors Reynolds chose to analyze were drawn from a survey of East Coast writers published by the Washington Post. The top five authors listed were analyzed, Reynolds said.

Novelist Sally Quinn had the closest wordprint analysis.

Mark Miller and Christopher Buckley, journalists, were excluded, but Lisa Grunwald, a novelist, remains a possible author, Reynolds said.

Hilton recognized most people are interested in who wrote "Primary Colors," but not who didn't write it. Wordprinting works by exclusion.

Wordprints are determined by looking primarily at function word patterns, such as the placement of "and, like, of, and that," Hilton said.

Hilton analyzes each author for these patterns, then the whole pattern is analyzed using a multivariate



Megan Christofferson/Daily Universe

MYSTERY AUTHOR: "Primary Colors," a best seller in the BYU Bookstore, is a novel about President Clinton's campaign. Some BYU professors have been using wordprinting analysis to try to determine the author's identity.

analysis, said Bruce Schaalje, assistant professor of statistics.

Wordprint analysis is not widespread, Reynolds said.

He said about 10 percent of the world's wordprinting projects have been done at BYU.

They're always looking for more projects, he said, and "Primary Colors" was a way of using the technology in an area of general interest.

Reynolds said wordprinting

"Primary Colors" was an easy project because it did not require original research.

He said he hasn't read "Primary Colors" and wordprinted it at the suggestion of colleagues.

He is currently doing work on two other wordprint projects.

Wordprint analysis has been going on since 1964, when the Federalist Papers were wordprinted, Reynolds said.

British farmers, prime minister at odds over 'mad cows'

Associated Press

ON — Farmers demanded Tuesday that begin killing older cattle to calm public the mad cow disease, but Prime Minister Blair refused and blamed the entire crisis on

national opponents.

British Farmers Union suggested frightened

farmers could be reassured if Britain destroyed

the older cattle believed likely to have

contracted the fatal disease from eating sheep offal.

Blair's opponents say sheep offal — waste parts like

— caused the outbreak of the disease

first known as bovine spongiform encephalopathy

when feeding was outlawed in 1989, meaning

that of Britain's 11 million cattle are believed

to be at risk.

Blair's beef industry has been reeling since

mid-December, when Health Secretary Stephen Dorrell

announced that scientists believed the mad cow disease

was the "most likely" source of 10 cases of

variant Creutzfeldt-Jakob disease, a similar illness in

humans.

Eight of the victims have died.

During bad-tempered exchanges in the House of

Commons, opposition lawmakers jeered Major,

who insisted that the chances of contracting the

brain-wasting disease from eating British beef were

remote.

Paddy Ashdown of the small Liberal Democrat

party asked Major: "What has he got to say to farmers,

to abattoir (slaughterhouse) managers, to cattle

market operators who all morning have been ring-



AP photo

TO VICTORY: Republican presidential hopeful Bob Dole as he walks behind a model of a B-2 stealth bomber at a rally in Rivera, Calif., Friday. Californians chose Dole in their state's Tuesday. Dole also won in Nevada and Washington.

Wins in west on his way to nomination

Associated Press

Bob Dole won primaries in Nevada, Washington and California on Tuesday, closing a crowded month of voting that transformed him from teetering to triumphant in the Republican presidential race.

"America is within our reach," Dole said in celebration.

Results from Nevada's mail-in balloting showed Dole running well ahead of Pat Buchanan. Buchanan was hoping to avoid a 25-state losing streak, but he waited a week to declare victory so that he could claim the giant California the credit for putting him over the top on this third

Republican presidential nomination.

He ended his calculated caution and laid claim to the Republican nomination. "The battle for the nomination is over," Dole told a victory rally.

His sights on President Clinton, Dole cast the Democratic incumbent

as a obstacle to welfare reform, tax reform, a balanced budget and tougher

The battle for America's future is beginning tonight," he declared.

55-year-old Kansas senator locked up the nomination with a four-state sweep last week, but he waited a week to declare victory so that he could claim the giant California the credit for putting him over the top on this third

Republican presidential nomination.

His words were more than symbolic: Dole has spent most of his pri-

mary, and the party is prepared to step in and absorb as much of his

expenses and other costs as allowed.

Wednesday

27

March
1996

- James Galway will play the flute at 7:30 p.m. in the de Jong Concert Hall. Call 378-4322 for tickets

- Eric Hirschmann will speak at a Physics and Astronomy Department colloquium at 4 p.m. in W-112 BNSN

Vol. 49 Issue 129

Dam valves opened; Colorado River flows

Associated Press

this is nothing compared to the days before the dam."

PAGE, Ariz. — Four monstrous arcs of foamy white Colorado River water shot out of a dam with a roar Tuesday as the federal government began a weeklong flood designed to turn back the clock on the Grand Canyon.

As the Colorado River below the dam crept higher up the salmon-colored, sandstone canyon walls, several dozen scientists in hardhats looked on at their effort to bring the canyon closer to its natural state.

"The roar of the water is like what Mother Nature would've been doing naturally this time of year," said David Wegner, program manager for the U.S. Bureau of Reclamation, the agency that manages the nation's dams.

Because sediment settles out of the water as it sits behind the Glen Canyon Dam, the once warm and muddy river downstream now runs cold and clear green. The flood should stir up sediment and redistribute it through the canyon, creating hundreds of new sandy shores where vegetation can take root to feed birds and fish.

Interior Secretary Bruce Babbitt called it "a new beginning" as he pushed a button, cranked a lever and turned a wheel to open the first of four huge valves, releasing millions of gallons of the Colorado River from behind the dam.

It is a "new era for ecosystems, a new era for dam management, not only for the Colorado but for every river system and every watershed in the United States," Babbitt said. Water systems in the Pacific Northwest and in Florida's Everglades also will adopt operating policies giving a higher priority to the environment.

Water shot hundreds of feet out of the four, 8-foot steel tubes, filling the normally quiet quarter-mile Glen Canyon with the thundering sound of a waterfall.

"Woo-hoo! Check that out!" exclaimed a grinning Clay Bravo, assistant director for natural resources for the Hualapai Indians, one of several tribes living along the river. "But

The river is expected to rise 10 to 15 feet inside the Grand Canyon, which starts about 15 miles downstream from the dam. More than 117 billion gallons of water will be sent into the canyon over the week.

The water level behind the dam was especially high because it was a wet winter and because water releases were reduced in the days leading up to the flood.

Three million people in Arizona, New Mexico, Nevada, Utah, Colorado and Wyoming rely on the dam for power. The dam also stores water that eventually supplies about 15 million people in those states, along with California and Mexico.

The newly churning river forced officials to ban motorless boats for 15 miles below the dam.

Past Marlboro workers explain nicotine process

Associated Press

CHESTER, Va. — Deep in the heart of tobacco country, the world's largest cigarette maker meshes stems and other plant debris into paper-like sheets, soaks them in steaming nicotine and turns them into smokable tobacco.

How the Park 500 factory squeezes the most cigarettes from tobacco debris is at the center of new allegations, in federal affidavits unveiled last week, that Philip Morris controls every drop of nicotine along the way.

Philip Morris, maker of the best-selling Marlboro cigarettes, vehemently denies the charges and has fought back by opening some portions of a factory long shrouded in mystery.

"There is a terrible, terrible lot of confusion about reconstituted tobacco," contended Philip Morris engineering chief Dick Merrill.

Cigarettes once were made entirely of rich tobacco leaves, and the stems, dust and other debris were sent to landfills.

Philip Morris and other tobacco companies learned to turn that debris into a cheap filler called reconstituted tobacco that today is used in almost every cigarette.

Basically, they mesh tobacco debris into sheets, much as paper mills create newsprint.

The process washes natural nicotine out of tobacco fibers. The issue is how Philip Morris puts the nicotine back.

Sealed documents from Philip Morris' now-settled libel lawsuit against ABC-TV, obtained by The Associated Press in January, accused Philip Morris of running a "nicotine

extract factory" where employees repeatedly measured nicotine as the tobacco brewed.

The Food and Drug Administration had not seen such testing in a visit to the Park 500 factory, but the FDA investigated again. And former Philip Morris research director William Farone told the agency last week:

"By controlling the ingredients that go into making reconstituted tobacco, the industry controls the chemical and physical properties ... including its nicotine content."

Farone and 23-year Philip Morris employee Jerome Rivers told the FDA that a sophisticated machine called a gas chromatograph checks nicotine levels as often as once an hour. They said batches with the wrong amounts are reprocessed.

Nicotine levels can be changed by adding tobacco stems with naturally higher nicotine to that mix, Rivers explained.

Philip Morris' Merrill said the chromatograph simply measures flavoring, never the level of nicotine.

The company never showed visiting FDA scientists the chromatograph so they could settle the issue. "They didn't ask," Merrill said.

Now would he let The Associated Press see the testing.

"These processes are so consistent that you don't have to measure nicotine," Merrill said, adding that Philip Morris always gets reconstituted tobacco with about 20 percent less nicotine than raw tobacco has.

"There's nothing magic here," Merrill insisted, comparing the process to drying fruit. "What's left here is fiber and flavor, and the flavors have been concentrated."



Photo courtesy of George Frey

Comet travels

The comet Hyakutake, with its tail of glowing gases that stretches 62,000 miles, streaks across the Northern Hemisphere's sky. The comet is the brightest-burning comet since Comet West in 1976, making it one of the more visible comets this century. Hyakutake last passed 9,000 years ago, and based on its 198,000 mph speed, its orbit and the gravitational effects of the planets, it won't return for another 17,000 years. Experts expect the comet to begin fading after Monday as it drifts farther from Earth.

LDS Australian band resounds its tunes locally. See page 7

The Universe is printed on recycled paper.



News Briefs

Compiled from staff and news service reports

Perot sounding more like he'll stay on ballot

COLLEGE STATION, Texas — Ross Perot may say that his new flurry of campaigning is "not about me," but more and more he's sounding and acting like a full-fledged presidential contender.

After a week of appearing on broadcast programs to promote himself and his new party, the Dallas billionaire hit the road Tuesday for a speaking tour that aides said would eventually take him to nearly every state.

Perot was to address a forum on third-party movements at Texas A&M University Tuesday evening and take questions from students. He speaks at a Rotary Club luncheon in Philadelphia on today and has speeches planned in Florida on Thursday and Friday.

Sharon Holman, a Perot spokeswoman, said the Texan would concentrate most of his effort in the coming days "in the states where we have petitions on the ground and in process."

Unnecessary mastectomies may be common

CHICAGO — Thousands of women every year undergo mastectomies — perhaps unnecessarily — to remove an extremely tiny type of breast cancer that may not spread or endanger their lives, researchers say.

The tumors — called ductal carcinoma in situ, or DCIS — are contained in the milk ducts in the breast. Most are too small to be felt and show up only on breast X-rays.

Women with these minuscule early tumors might instead take a more conservative approach than removal of the breasts, such as lumpectomy — removal of just the cancerous tissue — plus radiation, researchers say.

Researchers say the advent of mammography is leading more women to have their breasts removed to treat this type of cancer. Between 1973 and 1992, mammography led to more than a fivefold increase in the rate at which such cancers were discovered, according to a study based on data compiled by the National Cancer Institute.

Milk-duct malignancies led more than 10,000 women to have their breasts removed in 1992 — many possibly needlessly, the researchers reported in The Journal of the American Medical Association.

Elderly woman found living with 1,000 rats

TOULOUSE, France — Police raided the home of an elderly woman in the southern city of Toulouse on Tuesday and discovered she was living with 1,000 rats that amused themselves by harassing her cats.

Officers had difficulty entering the home of the unidentified woman because it was crawling with rats, which the woman fed 33 pounds of grain daily. Police, who acted on an anonymous tip, said the old woman slept on the floor, surrounded by cats who were tormented and bitten by the rats.

They said the woman had managed to domesticate the rats and that they apparently had not bitten her. Nevertheless, the woman was hospitalized and her home was sealed by health authorities.

Officials said they planned to kill the entire rat colony.

'Mr. Clean' Muskie dies of heart failure at 81

WASHINGTON — Edmund Muskie operated at the highest reaches of American politics but he was remembered on the day he died for his intellect and honesty, not for the jobs he held. "He spoke from his heart and acted with conviction," President Clinton said.

The former secretary of state died of heart failure early Tuesday, two days shy of his 82nd birthday.

His was a life of public office: three-term state legislator in his native Maine, twice governor of the state, U.S. senator for 22 years, Democratic nominee for vice president in 1968 and candidate for president in 1972.

Muskie's lasting accomplishment in the Senate was written in laws to control water and air pollution. He was known as "Mr. Clean."

A crucial incident, devastating to his 1972 campaign for the Democratic presidential nomination, occurred in New Hampshire while Muskie was denouncing a story critical of his wife: He broke down in angry emotion.

The episode "changed people's minds about me," he said. "They were looking for a strong, steady man, and here I was weak."

The man who won the nomination, George McGovern, said Tuesday, "I never believed that ... diminished him in the least. Indeed, it was an indication of his humanity and his essential decency."

McGovern lost in a landslide to Richard Nixon in the general election. Muskie then returned to the Senate.

Weather

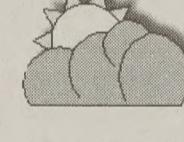
Yesterday

High 53° as of
Low 22° 5 p.m.

Precipitation

Yesterday 0.00"
Month to date 2.20"
Season 11.54"

Today

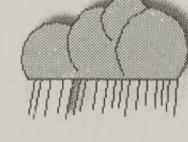


Mostly Cloudy

High
Low

mid 50s
low 40s

Thursday



Rain

High
Low

mid 50s
low 40s

Sources: BYU Geography Dept., National Weather Service

Daily Universe

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Scripture of the Day

"O that I were an angel, and could have the wish of mine heart, that I might go forth and speak with the trumpet of God, with a voice to shake the earth, and cry repentance unto every people!"

— Alma 29:1



Anita Mallya likes this scripture because "it reminds me of the importance of missionary work. It is our privilege to bring others to Christ." Anita is a freshman from Upper Darby, Pa. majoring in zoology.

23-year-old arrested in SLC vehicular homicide

Associated Press

SALT LAKE CITY — A 23-year-old woman arrested following the automobile slaying of another woman reportedly was uninsured and has a past record of being arrested for fleeing an accident scene.

Sharane Kearney was booked into Salt Lake County Jail late Monday for investigation of murder after investigators found a 1966 Lincoln

Continental believed to be the same car that ran over and killed Joann M. Collett, 50.

Sheriff's Sgt. Jim Potter said Collett was driving with her 23-year-old daughter, Sandra, when she was involved in a minor rear-end collision Monday afternoon.

Witnesses said Collett, who was dragged about 1,800 feet, held on to the bumper of the car as it sped around corners for two blocks.

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Deven Smith/Daily Universe

Getting to the pointe

Members of Theater Ballet step to their toes in a dance symbolizing opposition during Tuesday's votival. The Cougarettes, The Dancers'

Company, the International Folk Dancers and the International Ballroom Dance Company also performed.



DON'T DIAL AND DRIVE:

Bill Winkelman, a 25-year-old MBA student at BYU, talks on his cellular while cruising the law school parking lot.

Photo illustration by Nathan Seiter

Research shows driving, phones don't mix well

By GRETCHEN WILSON
University Staff Writer

Although some people can do two things at the same time, a new study shows driving and talking on the phone can be a tricky combination.

"The more time you spend on the phone, the greater the risk you run of having accidents," said John Violanti, Rochester Institute of Technology professor and coauthor of the research.

"If you spend 50 minutes or more a month on the car phone it increases the chances of an accident fivefold," Violanti said.

Violanti and fellow researcher Jim Marshall said the study was based on a small sample of New York state drivers and "does not conclude that talking on cellular phones while driving is inherently dangerous."

Rod Haney, owner of Mobile Phone Cellular Specialists in Provo, said he's not surprised by the study.

"I see a lot of people driving around that don't look like they're paying any attention," Haney said.

Haney said one of his co-workers almost had an accident while talking on the phone and driving. "When he talks on the phone, it's serious business," Haney said. "He forgot he was driving."

Robert Orchutt, manager of Utah Cellular and Communications, disagrees with Haney and the study.

"A lot of customers use hands-free kits so their hands don't leave the wheel," Orchutt said.

"If you have a phone in one hand, one hand on the wheel and then have to shift — a hands-free kit is a good idea."

The Cellular Telecommunications Industry Association dismissed the study as "too small to have value."

Elder Brown dies at 81

By BECKY FLETCHER
University Staff Writer

"A good friend and a tireless worker," is how Elder H. Burke Peterson described Elder Victor L. Brown, who passed away Monday.

An emeritus general authority of The Church of Jesus Christ of Latter-day Saints, Brown died in the early morning hours after a lingering 20-year battle with cancer. He was 81 years old.

"He was very dedicated to the work of the Lord," said Elder Peterson, who served with Elder Brown as counselor in the Presiding Bishopric.

"He is a very dramatic person. He is still getting things done wherever he is at," Elder Peterson said.

Elder Brown was the 10th Presiding Bishop of the LDS Church. He served in that capacity for 13 years and had served as a general authority for 28 years. He was given emeritus status in 1989.

Elder Brown served more than four years as a member of the First Quorum of the Seventy after having served 24 years in the Presiding Bishopric. While a member of the Seventy, he also served for two years as president of the Salt Lake Temple.

When he was called to the Presiding Bishopric in 1961, Elder Brown was an executive with United Airlines at the firm's Chicago headquarters.

Victor Lee Brown was born July 31, 1914, to Gerald S. and Maggie Lee Brown in Cardston, Alberta, Canada. He married the former Lois Kjar, who preceded him in death. He is survived by five children, 26 grandchildren and 13 great-grandchildren.

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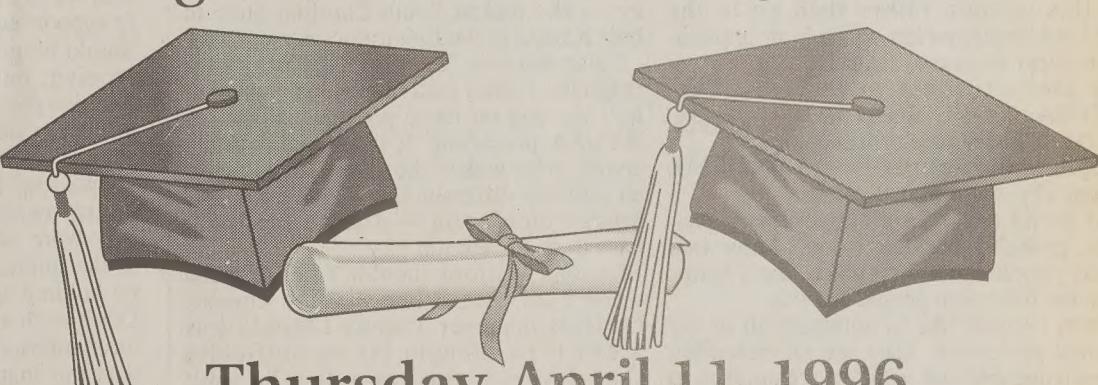
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Daily Universe

Opinion

Various closed meetings compromise Utah's voice

The First Amendment is a nice idea. Really. Free speech, a free press, freedom of religion, and the right to meet peacefully. Or is it in peace assemble? Or meet peaceably in peace? Whatever. Anyway, these ideas are just swell, particularly when the Utah government forgets all about them and we don't do a thing about it. Especially since we don't on a daily basis acknowledge the monumental role the First Amendment has in shaping the American way of life.

Utah county and city governments have done just that: violate the law and violate the First Amendment. The slew of closed meetings held within the past year would put the Gestapo to shame, which of course is in direct opposition to Utah's Open and Public Meetings Act and doesn't allow citizens access to the activities of their government. With such access denied, the public commentary and exchange of information guaranteed in the First Amendment is made impossible, and thus so is the proper working of our political system.

The first of these offenses came to light when it was made known that the state and the Salt Lake City school board had held several closed meetings to discuss how to deal with homosexual clubs in local high schools. The national hysteria that ensued was directed mainly at perceived homophobia, but the outrage should have been aimed the closed meetings. Open, public meetings were held only after the decision had basically been made. And the public contented themselves with these paltry crumbs tossed to them by elected officials who deemed the voices of those who elected them to not be worth consideration.

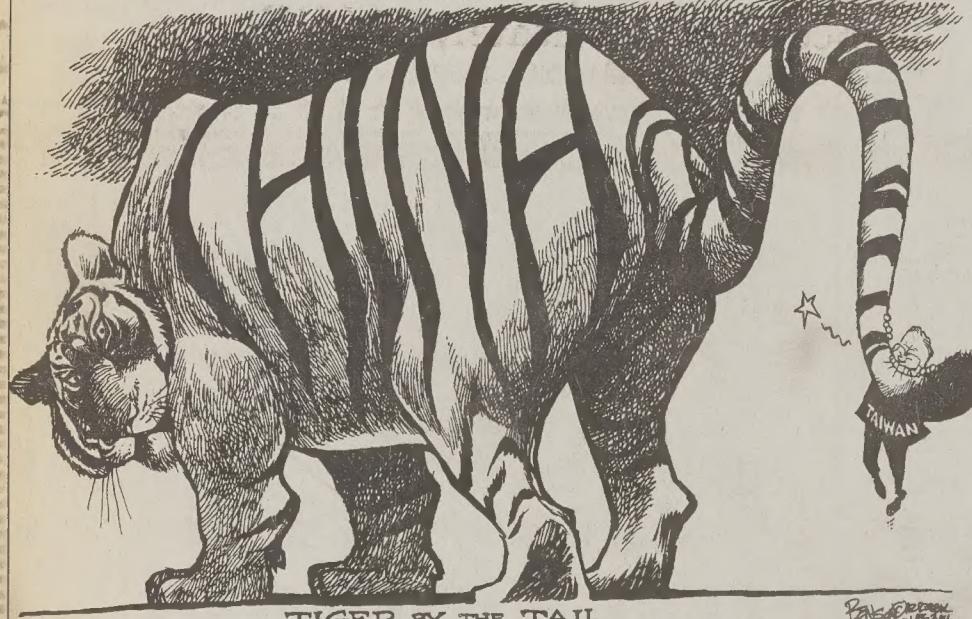
And that is just the tip of Utah's closed meeting iceberg. Gov. Leavitt and rural county commissioners excluded the public from meetings in which they formulated Utah's wilderness proposal. Summit County commissioners closed a total of 64 meetings dealing with personnel, litigation and land acquisition, which technically are permissible reasons to meet in private, but the inordinate 64 meetings brings to question whether the county ever even held open meetings.

Orem city officials refused to release the names of city manager finalists, Randolph City Council members did not advertise and record executive sessions, and West Valley did not follow open procedures in hiring a lobbyist. What is wrong with Utah? And what is wrong with its people that they don't express outrage at the shady workings of their government?

The strength of our democratic ideals rests almost entirely on the people's right to comment on the workings of the government and the actions of their leaders. If the people are denied this right, their voice is effectively silenced. Elected officials are accountable to the public that elected them, and they are likewise responsible for enacting legislation that is for the good of the people. Who better knows the good of the people than the people themselves?

Utah citizens are the ones who must daily live under the laws and regulations enacted by city, county and state governments. Closed meetings disable their voice and deny the free speech guaranteed them in the First Amendment. If citizens do not participate in government then America is no better than a dictatorial regime, led by the few while silencing the many. Utah's citizens must not permit closed meetings to be held, for the good of the community and the health of the state.

This editorial is the opinion of The Daily Universe. Universe opinions do not necessarily represent those of Brigham Young University, its administration, or The Church of Jesus Christ of Latter-day Saints.



the 5th floor

Ordinary friends, faculty, dog deserve to win Brigham Awards

Apparently, BYU is sponsoring a "Brigham" contest. Students can nominate an "ordinary friend" who has done something extraordinary or a typical roommate that has overcome atypical problems" for a "Brigham."

There are several people I would like to nominate for a Brigham. I'm going to do it in this column rather than go to the BYU headquarters to grab an application form because, frankly, the idea of going to the BYU offices frightens me.

by Jon Mano

I don't know any ordinary people who do extraordinary things (by definition, I think that would make them extraordinary people), probably because I don't know that many people in the first place. But I nominate the following people anyway.

First, I would like to nominate all of my current professors. They are all incredibly knowledgeable and wonderful examples to their students, and I'm not just saying that to get a good grade in their classes. I also nominate my future professors.

I also think my friend Ben is deserving of a Brigham. He is 26 years old, has a major where there are 15 girls to one guy (I'm keeping that major a secret), has taken social dance three times, and is still not married. He says he will not give in to the social pressures of BYU and get married while he is too young, and added that he is not embarrassed that he's still single. (Ben is not his real name — he asked me to change it so he doesn't get called in for a bishop's interview).

Also on my list is Cristina. She was the only one in our NCAA basketball pool (no money is exchanged, of course — not only

would that be illegal, it would be immoral)

who picked Syracuse to make it to the Final Four. In fact, she picked Syracuse to win the whole thing. I believe this shows courage, incredible foresight and the moral strength to stick to her beliefs — all attributes of any worthy Brigham candidate. Of course, she has also showed signs of lunacy — she picked South Carolina State to beat Kansas in the first round.

I also believe "Sparky" is worthy of a Brigham. I don't really know his name, but he's the dog on those posters that ran for BYU president. It is indeed a brave canine who makes the effort to rule over an entirely different species. It's too bad Sparky didn't win — I think he would have done a great job.

Kristian Watford shouldn't be offended when I say that. When the Los Angeles Dodgers manager Tommy Lasorda was asked if he thought his ex-outfielder Darryl Strawberry was a dog, he said: "No, I don't think he's a dog. A dog is loyal; a dog is your friend; a dog will chase after a ball." So at least I'm not comparing Kristian to Darryl Strawberry.

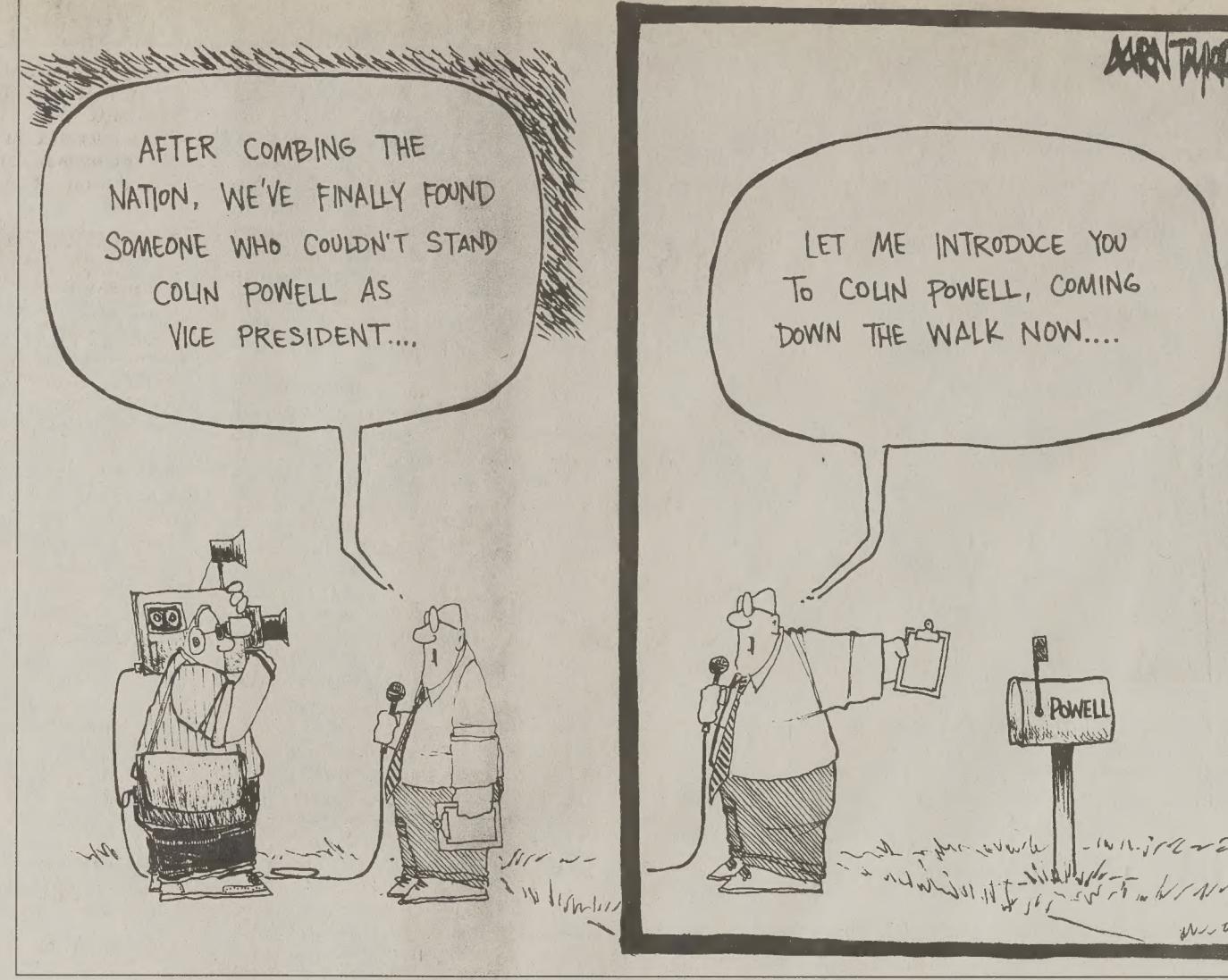
A dog is the ideal Brigham candidate — he's loyal, a friend, and won't get mad when you throw things at him.

My friend Doyle wanted me to nominate him for a Brigham because he's graduating in 4 1/2 years. I really don't think that makes him a deserving candidate, but he wanted to see his name in the paper.

Having a name like Doyle might make him a worthy candidate, though.

Even if my nominees, and others, don't win a Brigham, they shouldn't feel bad.

Because deep down, I think we all have a little Brigham inside of us.



Viewpoint

Affirming gay identity harms student

by Dale
Provo resident

As one who was once caught up in the "gay identity," I would like to voice my concerns about high school gay/lesbian clubs. I write this from an LDS perspective; however, my views are my own.

From my earliest memories, I found men attractive; and for some time, never acted out my feelings. I started on the right road, served a mission, married in the temple, was a good husband and father. I read the scriptures and prayed, and served in both a bishopric and a stake presidency. I loved the Lord and His church. I kept the commandments faithfully, and quietly longed for the day when my faith and obedience would cure me.

Although I was morally clean, I struggled painfully with the conflicts between my sexual feelings and my faith. I never asked for, nor did anything to obtain, my homosexual feelings. I realized that "man is that he might have joy," but what I was experiencing certainly was not "joy." I finally became weary of feeling guilty without justification. I lost hope, and surrendered to sin. Because of my behavior, my spirit would cure me.

Through the loving support of my wife and bishop I began to get help. I was

directed to a therapist who understood the complex issue of homosexuality, and to Evergreen International. Evergreen is a successful non-profit recovery group based upon LDS principles and standards. It is not affiliated with the LDS church. Evergreen gave me a safe place where I could finally own my shame and get some answers.

I now enjoy freedom from my homosexual struggles. I have been in total remission with this issue for more than six years.

I am grateful to my wife, bishop, counselor, and my brethren in Evergreen. I found the Savior, and found freedom.

When I was growing up, I am grateful there was no gay/lesbian club at my high school. Unlike Evergreen, such a club would, I believe, have as its main purpose acceptance of one's "gay self." Had such a club been available to me at that impressionable age, I would have easily been talked into accepting homosexuality. I would never have gone on a mission,

developed a burning testimony of restored gospel, married a beautiful wife, had five wonderful children. And by the way, I would have died of AIDS.

For those who struggle with same-sex attraction (SSA), there needs to be an open discussion. For me, isolation compounded my problem. However, such a cushion should include possibilities of growth out of SSA and living more clean. To affirm oneself as "gay," however, means that one has to take an identity that may be in conflict with their values. This is what I fear gay/lesbian clubs will try to do. How can a struggler choose to deal with their SSA if acceptance of oneself as "gay" is offered as the option?

It is sad that there is relatively little available offering hope for the one finds their SSA in conflict with their personal and religious values. People with hope are easy to control. And Satan knows this. That is why he has created a politically correct climate which makes it fashionable to accept one's SSA. "Sin has ugly men. To be hated needs only to be seen. But seen too oft, we become familiar with its face. First we endure, then then embrace."

Readers' Forum

Professor's actions unfair

To the Editor:

I am currently enrolled in a zoology class, and would like to make public an incident that should not have happened at this or any other university. I believe our teacher genuinely desires to help his students learn and inspire us to understand and analyze pertinent scientific data; however, his recent actions have left me somewhat dumbfounded. It has come to my attention that last Saturday morning he offered a "secret" review session to which only women were invited. I know of a student who confronted him about this action, and the teacher feels he is only helping the women who are oppressed by the men of the class. This secret help session was innately wrong for three reasons.

First, it is clearly unfair that any teacher would hold a private review session to which the whole class was not invited. Although the instructor justifies his actions by saying that all may see him personally, two hour study sessions are more educating than 15 minute office visits. Second, only women were invited to the help session.

Can we say sexual discrimination? I strongly support equal rights for women, and they should be given every opportunity that men receive, but I think we can go too far.

Imagine the uproar if only men were invited to such a meeting. I would be appalled at such an occurrence. While the few men who showed up for the help session were not turned away, the fault lies in the fact that they were not invited. My last point refers to the implicit message we send to women by holding special, private review sessions. Don't such specialized help sessions subtly infer inferiority. While I don't believe this was the instructor's intention, I know of women who were offended by the invitation, seeing it as sexist.

Although I wish no evil upon our professor, I would hope that some action would be taken. The ways in which an administration handles such a situation sends a clear message to students and faculty about the morality of such occurrences.

3 zoology students

Assault weapons harmful

To the Editor:

Please allow me to tip my hat to the Daily Universe for having the courage to print such a well-thought-out editorial concerning the poorly named "Gun Crime

Enforcement and Second Amendment Restoration Act." While the arguments the editorial presents in favor of restricted gun control are not new, I am impressed by your dauntlessness in presenting this point of view to such a "right-heavy" student body. When will we finally decide to dump the worthless "bad guys get guns anyway" argument? Sure they do. But fewer do.

Whether the gun lobby chooses to admit it or not, crime involving the use of a gun has declined nationally since the implementation of these gun-control measures. Conservative commentators enjoy pointing out that crime has not disappeared entirely. No one ever said it would. But is decline not a move in the correct direction? And contrary to what the NRA scare tactic would have us believe, law-abiding citizens in this country will always be allowed to own guns. Laws such as the assault weapons ban are not steps toward "big bad government's" disarming the entire American citizenry, as some would have us believe. It is, rather, a concerned government's attempt to protect Americans by taking weapons out of the hands of dangerous predators. Thank you again for an excellent editorial.

Timothy Willis

Moorestown, N.J.

Ski team a good example

To the Editor:

In the year 2002 people of every nation will be flowing into this valley to participate and watch one of the greatest sports in the world: skiing. Universities from all over the state of Utah will have the opportunity to assist in running the Olympics except one, our own BYU. The fact that a university is cutting its ski team in the state with "the greatest snow on earth" forces outright laughter. The reasoning behind doing such is illogical and absolutely ridiculous.

The idea that we look at sports as a missionary tool and evaluate their performance on that scale is one that will bring mockery to BYU for years to come. Sports are sports; if they happen to bring people into the gospel, so be it. But there is no way some committee can determine if a team has been a good missionary tool. No one knows the lives they have influenced by just being an example to the other teams. Those that decided to cut the ski team did not travel with the team, watch the team or much less ski with the team.

Another reason given to cut the team is that it didn't have any fans. Here I'm inclined to quote Buffy the Vampire Slayer: "Does the word 'Duh' mean anything to you?" No one ever trucks out to ski in any ski races; it's pretty dang cold out there. But when we read about our ski team being nationally ranked, it raises pride in all men and non-skiers on campus. The only team that we can show how much we support is the BYU team by reading the Daily Universe. If we did haul ourselves up the mountain, BYU wouldn't make any money off us.

Skiing is a dangerous sport, but BYU football players got injured less than ski team members. The team puts its own gear and trains hard. It is a nationally ranked team that has represented well on and off the slopes. It is sad that a university that wants to make itself nationally recognized is not going to participate in certain events in the Olympics. It's really too bad that BYU is interested in serving every student.

Kory Welch

San Diego, Calif.

Writer response in question

To the Editor:

In the Daily Universe opinion piece to repeal weapons ban harms anti-violence efforts," on Tuesday, March 26, the writer makes reference to "...promises made by Second Amendment-obsessants..." What would be the response of the Daily Universe writer if he/she were labeled "a First Amendment obsessed journalist?"

John D. Lee

Department of Microbiology

Format for Readers' Forum letters

The Daily Universe welcomes letters to the editor. All letters must be typed, double-spaced, and are not to exceed one page. Name, Social Security Number, daytime phone number and home town must accompany all letters. All letters are subject to editing for length and clarity.

Letters responding to other letters to the editor will receive least priority for publication. Letters may be submitted in person to the Daily Universe offices on the fifth floor of the ELWC, sent by E-Mail (letters@byu.edu) or faxed to 378-2959.

Campus



Cristina Houston/Daily Universe

ROCK OF AGES: This rock, painted to honor former BYU President E. Lee, sits in front of the Daniel H. Wells ROTC Building. It is a tradition for Air Force ROTC cadets to paint squadron logos and motivational pictures and slogans on rocks.

ROTC cadets pay homage to Lee, keep tradition alive

By BRETT SWIGERT
University Staff Writer

BYU Lee was honored recently by students and organizations from all over the country for his many contributions.

The Air Force ROTC unit at BYU honored Lee in a six-year tradition that is dedicated to painting him on the rock in front of the Daniel H. Wells ROTC building.

170 Air Force cadets at BYU divided into squadrons where they together as a team during the winter. Painting the rock as a tradition is recognized as a fun and exciting activity that allows cadets to put their squadron logo or another motivational picture with a slogan.

"A great chance to foster teamwork and a sense of unity among us," said cadet Alan Baum, a senior from Memphis, Tenn., majoring in construction management. Each time the rock is painted, it is done by the commandant of cadets following morning on a scale of four stars displayed in the window above it. Painting scores are

based on creativity, presentation and quality.

The Rex E. Lee dedication received four stars.

"It's a tradition that represents permanence and allows cadets to come together and make their mark. I'm always surprised by the creativity. Each morning I arrive, it's like Christmas because I'm anxious to see where they came up with next," said Capt. Matthew Phillips, Air Force ROTC Commandant of Cadets.

The Air Force ROTC rock tradition began six years ago when cadets were challenged to move a large rock from the foothills of Y Mountain to the steps of the Wells ROTC building. According to cadets, it was a long and laborious task that required the help of many people.

When the unit's commander, Lt. Col. Gil Bertelson, retired in 1993, the cadets surprised him with a "large" retirement gift by unloading the original rock in his front yard where it still resides today. It was, however, replaced at the Wells ROTC building by another rock in order to continue the tradition.

Fellowships

Sarah Bradley Tyson Memorial Fellowship: The Women's National Farm and Garden Association offers this fellowship for advanced study of agriculture, horticulture or allied subjects. The fellowship is offered to females in recognition of leadership in cooperative extension work and initiative in scientific research. The amount of the award is \$500. The fellowship is to be used for study at an educational institution of recognized standing within the United States. There is no application. Instead, send a letter of application. Please see 350 MSRB for details about what your letter should contain. The deadline for application is April 15.

American Indian Graduate Center: This award is based on a student's ethnic background. To be eligible for this scholarship, a student must be an enrolled member of a Native American tribe or be 1/4 Native American. The student must also be a full-time graduate student pursuing either a master's or a doctorate. The award is also based on financial need. The deadline is May 1. More information is available in 350 MSRB.

Business and Professional Women's Foundation Educational Programs: These scholarships are awarded to women age 25 or older who have critical financial need or who are seeking the education necessary for entry or re-entry into or advancement within health or business professions. This foundation administers several different programs offering both scholarships and loans. This year the BPW Foundation will award approximately 200 grants through certain scholarship programs. To be eligible for loans, applicants must demonstrate financial need and realistic career goals. Applications are available Oct. 1 through April 1. For more information, come to 350 MSRB.

American Institute of Indian Studies: The American Institute of Indian Studies sponsors several different fellowships for students to study India, its people and culture. Applicants should be pursuing a doctorate and be an established scholar. There are Junior and Senior Research Fellowships as well as a Senior Scholarly/Professional Development Fellowship and a Senior Performing Arts Fellowship. For more information, please come to 350 MSRB. The deadline is July 1.

Fullbright, Rhodes, British Marshall, National Science Foundation and Goldwater are some of the more prestigious fellowships and scholarships in the nation. The deadlines for these awards aren't until fall, but it is time to prepare. If you are interested, please come to 350 MSRB for more information. Please plan to

attend an information meeting April 11 in 321 MSRB about these and other awards. Students interested in obtaining additional information about these fellowships and many others should come to 350 MSRB.

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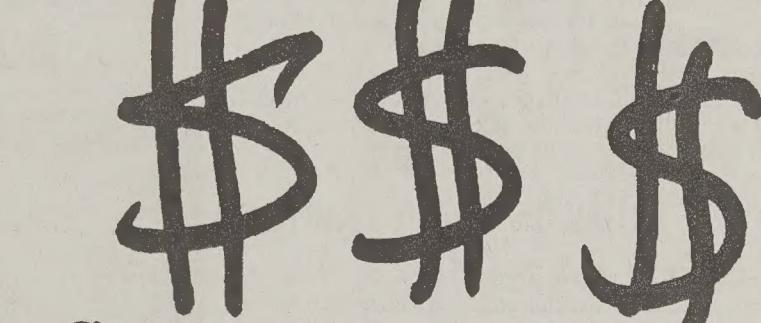
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Schedule an appointment today. A \$20 late fee will be assessed to all students who fail to get the endorsement by April 1st.

New play focuses on polygamy trials

By KEVIN ELZEEY
University Staff Writer

One of the most famous polygamy trials in Utah was portrayed Tuesday at the J. Reuben Clark Law Building as part of the Utah Bar Association's contribution to the Utah Centennial Celebration.

"The Raid and Trial of George Q. Cannon" was read as part of a symposium for law students. The play, written by Paul Larsen, discusses the themes of religious freedom and constitutional law.

Larsen, who teaches at BYU and the University of Utah, was approached by the Utah Bar Association last fall to write the script about some of the issues leading up to statehood for Utah.

According to Larsen, although the play is centered around a polygamy trial, it is not about polygamy.

"A very clever dialogue has been created by ... Larsen," said Jim Backman, a BYU professor of law and member of the Utah Bar Association, who read the part of Judge Zane in the play.

"We (at the bar association) decided it would be wonderful to portray an actual judicial situation in a play that would highlight the themes of religious freedom, constitutional law and government vs. the conscience of the individual," Backman said.

Larsen said that in preparing to write "The Raid and Trial of George Q. Cannon," he was particularly drawn to the journals of early pioneer women.

"At the beginning we had envisioned a play with

maybe one woman in the play playing a minor role. The play ended up centering around Martha Cannon and she carries the weight of the play," Larsen said.

The portion of the play read was just the trial scene where the prosecuting attorney questions Martha Cannon, the wife of George Q. Cannon.

Reading the role of Martha Cannon was Lisa-Michelle Church, an attorney with Sinclair Oil of Salt Lake City. Church is acting as the producer of the play in setting it up for the bar association.

"I am passionate about (the play). I think the issues are just fascinating and I think the thing that is so fascinating is that they are all being played out exactly the same today, they are just calling them different things," Church said.

According to Church, today's society is still talking about religious freedom and how far people can go in their acts of conscience before they run into constitutional problems.

Helping with the reading was Richard Wilkins who, as well as being a law professor at BYU, has been in many theatrical productions around Utah Valley. Wilkins read the part of Charles Varian, the prosecuting attorney.

"Usually courtroom drama does not make for a compelling drama and I was not certain how this would work, but it does work and works amazingly well," Wilkins said.

"The Raid and Trial of George Q. Cannon" will be produced at Kingsbury Hall on the University of Utah campus on Sept. 19 and the casting will be done soon.

Writing grant proposals made easy through Y class

By CARMEN DURLAND
University Staff Writer

BYU students and full-time faculty and staff can learn how to write proposals to obtain grants for degree projects and research by taking a class sponsored by the Instructional Technology Center starting Friday.

Lorie Davis, an instructional designer at ITC who specializes in technical writing, will be teaching the class, which will be held for four consecutive Fridays from 8 a.m. to 1 p.m. in 1057 TMCB.

Enrollment is limited to 20 people. For more information and registration, call Bill Kelly at ext. 8-7090 or

John Mace, ext. 8-5365.

All participants will finish the course with a written proposal. Those who enroll without a proposal idea will write a mock proposal.

Davis will be using proposal-writing software invented by the computer programmers at ITC to help teach participants. The cross-platformed software is designed to help speed and streamline the writing process, she said.

This software serves as both a pre-assessment and format for writing grant proposals, said Dr. Curtis Fawson, director of the ITC. "Every funding agency has a different format for their grant application. The software will help format your document

to meet the specifications of any grant agency."

Those enrolled will be given the software as part of the course. In the future, after the bugs are worked out, the software will be available for public purchase, Fawson said.

The workshop can be taken for three hours of graduate in-service credit for \$375 and \$330 for non-credit. BYU full-time faculty and staff may take the workshop at no charge through their benefit plan.

Davis said the workshop is being offered because many students and professors have asked for help in the past in writing proposals. It will be offered in the fall and, depending on demand, in the summer also.

Students, faculty to present papers on German studies

By HEATHER HUMPHREY
University Staff Writer

In an effort to provide a forum for students to present original research and analysis of German-related themes and address German-related issues in many scholarly disciplines, the German Department is hosting a German Studies Student Conference on Thursday and Friday, from 11 a.m. to 1 p.m.

"The conference provides a forum for exchanging ideas in German Studies from a variety of disciplines," said April Seager, co-director of the conference.

Presentations will be given by both students and professors. Topics include: Mormonism during National Socialism, Missionary Work in Germany during the 1920s, The History of the Leipzig Ward, Women in German Literature, Acquisition of German Word Order, German Colonialism, Schiller's Literary Philosophy and Schiller's "Die Jungfrau von Orleans."

Thursday's session will be held in 1219 SFLC and will open with a plenary address titled "German Mormons as 'Righteous Gentiles': Trying to Save a Few Jewish Friends,"

given by Douglas F. Tobler, a professor of history at BYU.

"Righteous Gentiles" were people who, despite great risk, were willing to save Jewish people from the Holocaust. His paper will look at the cases of several Latter-day Saints who were or tried to be "Righteous Gentiles," Tobler said.

Friday's session will meet in 114 JSB and a plenary address titled "Why the Latter-day Saints Experienced Astonishing Missionary Success in the 1920s" will be given by Bruce A. Van Orden, a professor of religious education.

"Previous to World War I, Germany really didn't have complete religious freedom. Both Catholic and Protestant churches were able to persuade the local police to harass the LDS Church. But after the war, Mormons had complete religious freedom and they used it," Van Orden said.

Prize money will be given by the Germanic and Slavic Languages Department to papers meriting first (\$100), second (\$50) and third (\$25) prize status.

The Germanic and Slavic Languages Department invites all who have interest in German Studies to attend the conference.

Children to meet authors at workshop

By JOANNA KASPER
University Staff Writer

The seventh annual young writers conference, designed to offer nearly 420 students insight into the writing experience, will be held March 28, in the Harman Building.

The conference, which runs from 8:45 a.m. to 2 p.m., allows 15 students from each of the participating 26 area schools to have contact with two professional writers, said Pam McKinney, language arts specialist for Alpine School District.

We try to pick authors from Utah that are representative of the grade levels in the elementary schools, McKinney said.

That way children see that the authors are people in the area who they may see at the grocery store or

around town.

It helps children realize that authors are not people in some place like New York, but that they are real people in the community.

At the conference, all the students will hear from fiction author Will Hobbs from Colorado, and then Alpine school teachers will conduct writers workshops with the children. Following the workshops, the students will break into groups to talk with one of the six guest authors personally.

"Some children work all year, hoping their teachers will choose their writing so they can come back to the conference," McKinney said.

Also involved in the conference is BYU student Helen Thomas, illustrator for the book, "What Do They Do All Day In Heaven." She will describe how to put pictures to work.

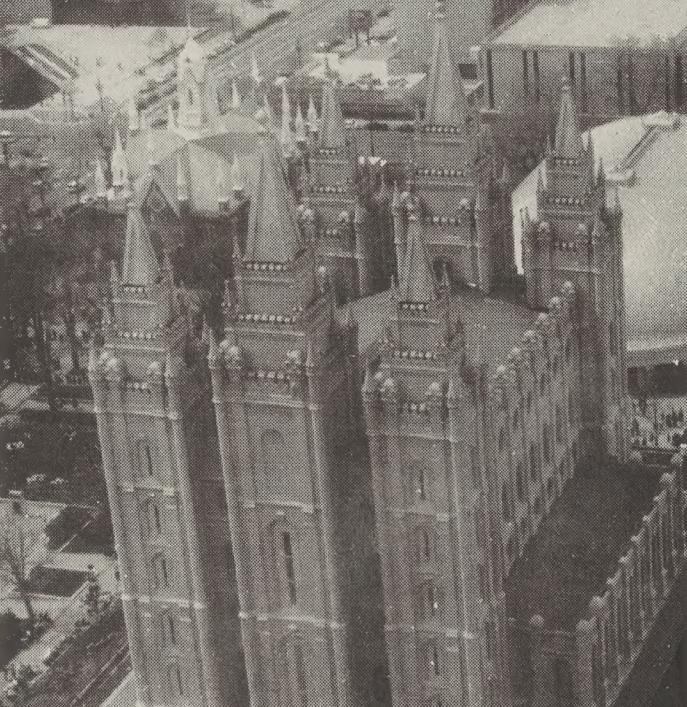
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BYUSA seeks nominations of 'unsung heroes'

By NOELLE BARKER
University Staff Writer

BYUSA is asking students to tell on their friends and turn them in, nominating them for an annual Brigham Award.

Each year Brigham Awards are given to students or faculty members who have overcome extreme obstacles or have become heroes in students' lives.

This is the highest award that BYU gives, next to the Excellence in Manhood and Excellence in Womanhood awards.

The Excellence in Womanhood award was recently awarded to Sister Marjorie Hinckley.

According to the nomination form, recipients are described as the "unsung heroes" of the BYU community, those who have given outstanding service, overcome a physical impairment or illness or made sacrifices that have helped and encouraged others to grow.

Students can pick up nomination forms at and return them to a booth by the Harold B. Lee Library, the main information desk of the Wilkinson Center or BYUSA offices on the fourth floor of the Wilkinson Center.

For nominations to be considered, a description of the nominee needs to be included, along with why the person is being nominated for a Brigham Award. Forms will be accepted through Friday.

On April 9 at 11 a.m. in the Marriott Center, five Brigham Award recipients will be honored in a Forum, and each will receive a small statue of Brigham Young. Later that afternoon they will be honored at a luncheon with BYUSA committee members and other special guests.

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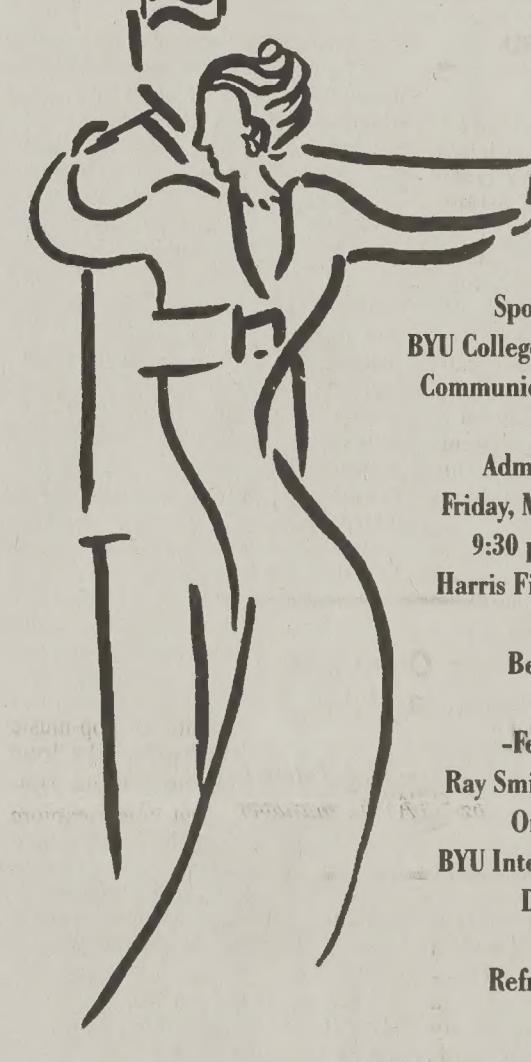
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Women's Month

March 28

The Honors Department is proud to sponsor the Women's Month panel

entitled "Making Meaning Out of an Education" featuring Barbara Cox,

Camille Fronk-Ancient Script, Gail Houston - English, Debra Robbins - Asian

and Near Eastern Languages, and Nissa Allred - Women's Research Institute.

11:00 am • 321 MSRB



Lifestyle

Light-hearted comedy ins run at Y tonight

NAE HACKWORTH
universe Staff Writer

1773, Oliver Goldsmith's play "She Stoops to a Light-hearted, Entertaining about love and mistaken

h felt the comedies of the losing their sense of fun — more sentimental comedies. Marion Bentley, the play's a press release. "It is a play in terms of the plot, instances, the situation and of characters."

Marlow is told she is to

row, an extremely shy

whom she has never met.

est friend, Constance, is in

Marlow's friend Hastings.

ance will not receive her

unless she marries Kate's

Tony, whom she doesn't

currently scheduled tour.

Daynia describes oz-STATIC's music as mostly "light, happy dance music," although she said she has been pleased to hear comments about the variety of musical styles present on the band's first two albums. Sam exemplifies the kind of variety oz-STATIC strives to present. He is a fan of such dissimilar artists as Bob Marley, Megadeth and Dire Straits, and also enjoys jazz. Judging by the reactions they have received so far, their style has seemed to appeal mostly to kids in their early-to-mid teens. This demographic hasn't limited their appeal too severely — Sam recalled putting on a show in a nursing home after which one 99-year-old man proclaimed that oz-STATIC put on the best show he'd ever seen.

Some of the 180-some songs the band has penned to this point focus on traditional pop-music themes like love and having fun, but others explore political, Biblical and... uh, family themes. One of oz-

STATIC's songs spells out band members' feelings about French nuclear testing, another supplicates Babylon to rock on, and another spins a merry yarn about a diabetic granny who's lost both legs.

"They enjoy themselves, and that enjoyment radiates from them. That's important," said Patricia about her children's attitude about their music. "Australian humor is somewhat different than American humor, but you can see that they don't take themselves too seriously."

Three-fourths of oz-STATIC inherit the entertainer's spirit from Dan. He and his wife Patricia performed with their children in Australia and still do so occasionally today. In addition to working in a publishing company, Dan trained as film director under Peter Weir. Early in Dan's career, he had a small role in one of Mel Gibson's pre- "Road Warrior" films, "Gallipoli."

What does Dan identify as the main difference between life in Australia and life in Orem?

"It doesn't snow on the beach, and here they take your checks," he joked.

"Here there is a much more serious tone; Australians are more laid-back. There is also greater affluence and

REBIGHAM YOUNG UNIVERSITY DEPARTMENT OF INDEPENDENT STUDY

Dionne Clifton from Peoria, Arizona:

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Photo courtesy BYU Theater Department

ONE-WAY COMMUNICATION: Kate Hardcastle (Stephanie Foster Breinholt) tries to have a conversation with shy Marlow (J. Benjamin Hopkin) in "She Stoops to Conquer."

Aussie band finds music Mecca in Orem

DOUGLAS DERU
universe Staff Writer

Northeast Australia's coast, struggling musicians plug away at their craft, driven by visions of a bright place where all beings love each other. This oasis of life, glad-handing and sweet, money is their Mecca. We Orem, Utah.

Orem was the music capital of the world," said Dan Petersen, a dash of irony. Petersen is leader of oz-STATIC, an Orem band made up of three of his and a locally-recruited drummer, we'll make it so," he

"We heard Orem was the music capital of the world."

— Dan Petersen
oz-STATIC manager

oz-STATIC's first incarnation was the Kickatinalong Band from Country. The Petersen family performed a music show under this meaty name in 1981, emphasizing traditional bush music.

Kickatinalong Band became oz-STATIC and relocated to California in 1982, following the advice of a record executive, who told them the States' mountain region is the place most likely to hear their music, they packed up to Orem in 1992. Since then, the continental move oz-STATIC has released two self-produced albums, "Big Dreamer" and "Save It." A third release, "Sunset," went on sale March 16.

With the band members joke oz-STATIC as a hotbed of new music, and serious about their goals. So far their biggest gig was a beginning act for fellow Aussies. Collectors and was attended by 5 thousand people, Sam has spoken to Hootie & the manager, Rusty Harmon, who is the possibility of the two bands to come together. Harmon is a bit skeptical, although he said he booked up through their

much more opportunity. Aussies use the terms "tall-poppy syndrome" — the poppy that sticks its head up gets it cut off. Stick your head up here, and people cheer you," he said.

Dreams of stardom aside, oz-STATIC first of all strives to make music with a positive message. Daynia said she "hopes that this CD will change the face of this generation."

In a testament to his priorities, Sam

recently gave up Ziggy Marley tickets to join the rest of the family in putting on a fireside for an Orem young-adult ward. All of oz-STATIC's members are members of The Church of Jesus Christ of Latter-day Saints.

Despite his family's good intentions, Dan has somber words for any would-be musicians.

"Don't be a musician. It's a long haul. It's of the devil, too!" he joked.

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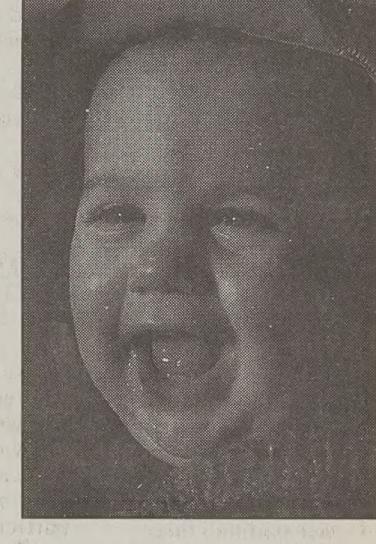
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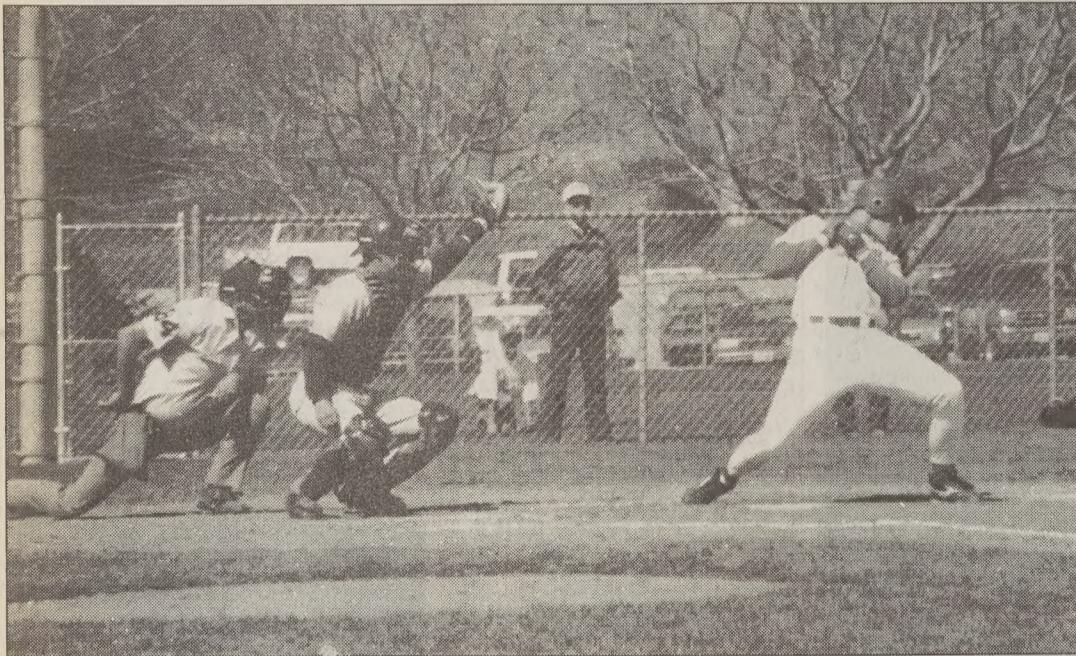
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BYU drops error-filled game

By PETER CHRISTENSEN

Universe Sports Writer

After winning its last two games in the bottom of the final inning, the BYU baseball team figured that if it could just stay within striking distance of Southern Colorado it could do it again Tuesday. And it almost did.

Down 10-9 with the bases loaded and one out in the bottom of the ninth inning, BYU shortstop Chris Circuit grounded into a double play to thwart the Cougars' hopes for yet another come-from-behind win.

"Late inning heroics are nice but you can't expect them all the time," BYU head coach Gary Pullins said. "We just need to consistently play a little better brand of baseball."

Defense has been a sore spot for the Cougars as of late and Tuesday was no exception as BYU booted ground balls and threw others away. BYU committed four errors on the day.

An eighth inning miscue at shortstop was particularly costly. With two outs and a runner on second, the Thunderwolves Luis Cuevas hit a sharp grounder to Circuit who let the ball go under his glove and into the outfield, scoring Andre Douglas. The run turned out to be the difference in the ballgame.

Men's title may be won on Saturday

Associated Press

Not one of the teams in this weekend's Final Four has reached the New York metropolitan area yet and the clever lines and comparisons are already about played out.

"What time is the junior varsity game?" more than one quipster has asked of Saturday's opening national semifinal between Syracuse and Mississippi State, the ugly stepsisters of the weekend.

"When's the last time the title game was played on Saturday?" has become one of the cute comments about the nightcap between Massachusetts and Kentucky, who just happened to be ranked Nos. 1 and 2, respectively.

Then there are the comparisons to Final Fours past, such as 1983, when No. 1 met No. 2 in the NCAA tournament, or any recent NFL season when the NFC title game has decided the team that will win the Super Bowl to come.

For those who believe we learn from history, a look back at 1983 is in order. Top-ranked Houston put on a dunking spectacle in beating No. 2 Louisville 94-81 in the semifinals. Two nights later, North Carolina State, coached by the late Jim Valvano, pulled off one of college basketball's greatest upsets, a point Syracuse coach Jim Boeheim and Mississippi State coach Richard Williams will surely find some comfort in.

What makes the Kentucky-UMass matchup even more delicious is that it's a rematch of the November game that saw Massachusetts handle the Wildcats in an impressive 92-82 victory. The Minutemen lost only once this season and Kentucky just twice.

Syracuse comes in with eight losses and Mississippi State has one less, 15 reasons why the "other" semifinal has been dwarfed in the attention arena.

Mississippi State and Massachusetts are making their first Final Four appearances, while Syracuse is there for the third time and the first since 1987. Kentucky, which was last in a

Final Four in 1993, has won five national championships, second only to UCLA's 11.

Mississippi State beat Kentucky in the Southeastern Conference tournament championship game two weeks ago and they provide the Final Four with two teams from the same league for the fifth time in the 1990s.



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ver ends career with a splash

SCOTT APGAR
Sports Writer

is never Scott Turner's first sport; he wanted to play and run track. When Turner said his parents used to all over town from one another — he wanted to try

Turner's freshman year in when he took 13th in the Arizona, did he decide to energy on diving. Turner said at that point he would time perfecting his diving in his talents amongst and being a mediocre diver.

ook third in the state meet more year, first his junior years and made the All- team.

diving chose me rather than diving," Turner said.

on to Turner's success in, he has left his legacy at qualifying to dive in the championships.

er years of diving, Turner said his two dreams: winning state and diving in the NCAA

hampionships.

ated to win a WAC title, and

to go to a national champion

it's been a great year,"

the keys to Turner's success

his ability to balance his

ness with his easy-going

ays said since I was a kid,

it's not fun anymore, I'm

it. I've been blessed to do

to do and get my school

turner said.

high school and collegiate

Russell, said Turner is

in any endeavor, but one

he is a joker. Russell said

great stories and jokes

alleviate the stress the

perience during intense

to have him on the team;

to miss him next year,"

strength Russell mentioned

pose, his ability to handle

ell under pressure.

the reason Turner qualified

the national meet was

ility to dive consistently

tough competition.

to diving, Russell said

pressures which any nor

has. Turner has had to

work, school and diving.

ways work hard and do

takes to succeed," fiance

said.

others compliment Turner

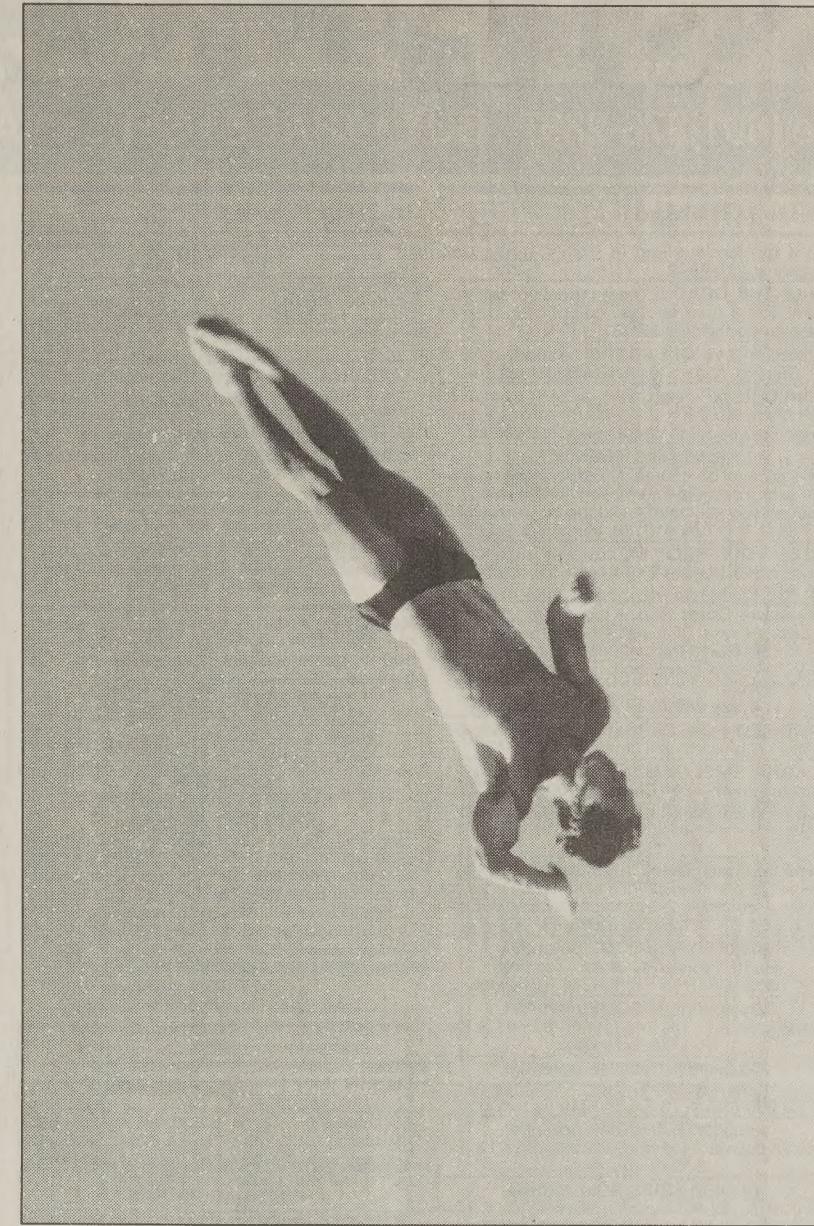


Photo Courtesy of Scott Turner

TWIST AND SHOUT: BYU's Scott Turner is the only Cougar diver to qualify for NCAA Championships this year. The senior diver accomplished his goals of qualifying for nationals and winning the WAC.

for his diligence, Turner said being a college athlete, striving to succeed in academics, is very difficult — more difficult than one would think.

Divers tend to compete against the expectations they have of themselves, and Turner is no exception.

"He competes against himself; he's more concerned with how he lives up to his own expectations," Powers said.

Powers added that Turner is not concerned about winning the NCAA Championships.

She said that if he dives well at the national competition, he will come home happy.

Turner said his mission helped him compete better than he did his first year at BYU.

"The two years I spent in Colombia gave me the opportunity to grow up," Turner said. He said he was more

focused and disciplined when he returned.

"Once you get your physical (skills) back, you're so much more of a competitor because you're mentally prepared," Turner added.

Turner said some athletes are able to compete well immediately after returning, like teammate Nate Cook who won the WAC title on both boards the year following his return from a mission. Some others, like Turner, progress at a slower rate after returning.

Cook said that Turner is an excellent sportsman in his relationships with competitors.

"He's a nice guy to everyone. He's just out to enjoy himself while he dives," Cook said.

Turner will end his diving career competing against the nation's best divers Thursday on the one-meter springboard and Friday on the three-meter.

Turner said he is grateful for having been able to dive for BYU for four years, and he hopes to represent BYU well at the national meet.

Turner said he doesn't regret in the least his choice to dive for BYU, despite the tremendous demands placed on his time and energy.

"If I had to do all over again, I would do it the exact same way," he said.

! Morris indicted after police find drugs in car

der of the Northeast Area Drug Interdiction Task Force.

Morris, 24, the leading rusher in this year's Super Bowl, and Rodney Dwayne Reynolds, 26, a passenger in the car, were arrested Friday and released after posting \$25,000 bond.

Reynolds was indicted on one count of possession of between five and 50 pounds of marijuana, Sumrow said.

Morris' attorney, Jay Ethington of Dallas, Texas, did not immediately return a call.

Morris was stopped Friday morning for crossing the outside line and for not wearing a seat belt, officials said.

An officer from the drug task force followed Morris about three miles before pulling him over outside the Rockwall city limits.

The officer became suspicious after Morris and Reynolds gave conflicting statements of where they'd been and what they'd been doing, authorities said.

After obtaining Morris' permission to search the car, the officer found the drugs in the trunk in a sports bag, authorities said.

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Women's games have familiar ring

Associated Press

It's a Final Four with the same four as last year.

After thousands of regular-season games, a slew of conference tournaments and 60 NCAA tournament games, the women's basketball season will end this weekend with a familiar Final Four.

Defending national champion Connecticut plays Tennessee and Georgia meets Stanford in the national semifinals Friday night at Charlotte, N.C., the only difference from 1995 being the way they are paired up.

A year ago in Minneapolis, Connecticut beat Stanford and Tennessee defeated Southeastern Conference rival Georgia before UConn prevailed in the finals 70-64.

So, whatever happened to parity? Women's coaches have been insisting their sport is opening up because there are more good teams, yet the Final Four has nothing but repeaters. This year's group has 21 Final Four appearances among them in 15 years of NCAA women's play, led by Tennessee with nine.

But Vanderbilt coach Jim Foster at least sees parity among the four.

"This year, all four teams in the finals are capable of winning," said Foster, whose team lost to Connecticut 67-57 in the Mideast Regional finals Monday night. "That's not usually the case. Some are just happy to be there."

"Last year, I was sure Connecticut would run the table. They had one of those dream seasons and everything broke right for them. This year, you could flip a coin."

Led by national player of the year Rebecca Lobo, Connecticut finished 35-0 last year. Lobo is now with the U.S. national team and Connecticut enters this Final Four at 34-3 but with a 20-game winning streak.

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Media pressure women to be skinny

Editor's Note: This is the fourth of five articles on eating disorders.

By KATELYN HANDY
University Staff Writer

From the time girls are in their pink bassinets, they are fed the distorted notion that to be attractive they must have the measurements of a Barbie doll.

But what society doesn't tell them is that for most women to attain this body size is about as unlikely as finding a Bahama Barbie with love-handles.

Just by looking at the models in magazines and commercials it is easy to see what the ideal female body type is supposed to be: roughly 5 foot 8 inches, with long legs and overly skinny. But by taking a quick glance around the quad at BYU, or any college campus, it is obvious women who are equally attractive come in many shapes and sizes.

Marleen Williams, clinical psychologist and assistant professor of clinical services at BYU's Counseling and Development Center, said the media really does a number on women in presenting idealized images that aren't consistent with the way most women are built.

"Probably one in ten thousand women have a natural body build that is like Cindy Crawford," she said. "Yet that is what the media portrays as how we ought to look like."

Damaris Methner, clinical psychologist and assistant professor of clinical services at BYU's Counseling and Development Center, said that while women are told to be smaller, biologically Americans are becoming taller and weighing more — making it harder to fit the stereotyped model.

But being bombarded with the idea that only one body type is attractive can cause feelings of guilt and worthlessness, leading many women down the path of starvation, excessive exercise and a binge-purging cycle that women feel will make them look thin. This tremendous pressure that women receive is one of the reasons eating disorders are increasing, Williams said.

"It is very easy — even for women who don't have eating disorders — to experience those pressures and conflicts," Williams said.

Katy Rees, a freshman from Springfield, Va., with an open major, agrees that the media and society influences the way women feel about their bodies.

"Girls grow up with a certain mindset of what you are supposed to look like and when you don't meet that a lot of girls blame themselves," Rees said.

Rees, a resident at Deseret Towers, whose bedroom is next to a full-length mirror in the hallway, often hears other female students complain about their bodies as they pass.

"They say things like 'my thighs are too big,'" Rees said. "It's not like they are overweight, they just don't have this body type they have grown up looking at."

But while most women are convinced that skinny figures are more attractive to men, that is not always the case.

Harold A. Frost, Ph.D., who treats many women with eating disorders said the overly thin look that women

with eating disorders often have is not what men find attractive.

"A lot of guys think, 'Hey when I hug my girlfriend, I don't want to hug a skeleton,'" he said.

Greg Shriber, a sophomore from Pleasanton, Calif., majoring in Political Science, thinks that weight is not an important issue with most men.

"As long as you fall into the regular category then weight is not really a consideration to me," Shriber said.

"A girl can look good without being skinny," said Troy Engstrom, a senior from Lakeport, Calif. "Personally, I want (a woman) to look healthy — not that emaciated runway model look."

Even though men are not overly concerned with how thin women are, women still think being skinny is what is attractive.

"When I see thinner girls I think that is what guys are attracted to, but I think that I have just been conditioned by society," said Adrianna Hovenden, a senior from Glide, Ore., majoring in history.

Williams, who also treats women with eating disorders, said that studies have been done on male and female college students comparing what body types men found desirable to what women thought that men would find most attractive. In most cases, Williams said that the women chose the body types with very thin features while men tended to choose figures with more rounded-type features.

"We live in a culture where the media presents an overemphasis on physical attractiveness in relationships," Williams said.

But being bombarded with the idea that only one body type is attractive can cause feelings of guilt and worthlessness, leading many women down the path of starvation, excessive exercise and a binge-purging cycle that women feel will make them look thin. This tremendous pressure that women receive is one of the reasons eating disorders are increasing, Williams said.

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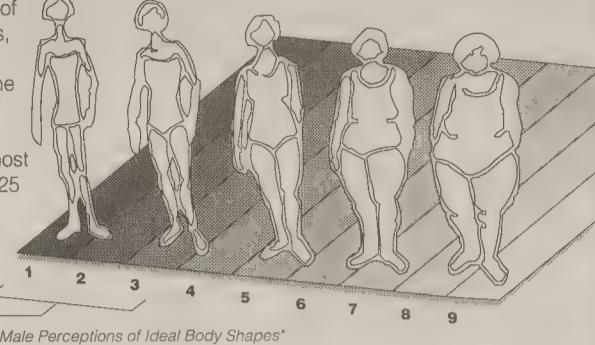
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Men's views of women not so narrow

In a 1992 study of college students, 69 percent of women chose the three thinnest of nine female silhouettes as most attractive. Only 25 percent of men preferred the same figures.



source: "Female and Male Perceptions of Ideal Body Shapes" by Cohn and Adler, Psychology of Women Quarterly, 16 (1992).

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EATING disorders

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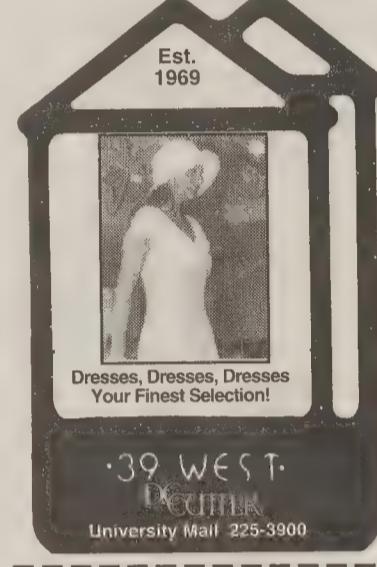
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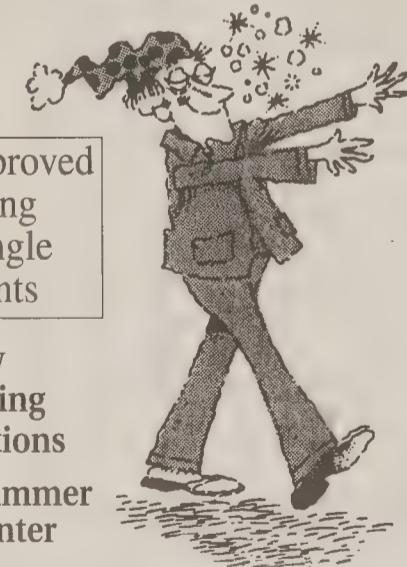
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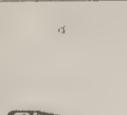
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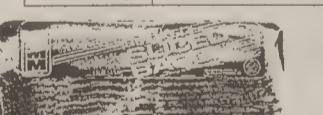


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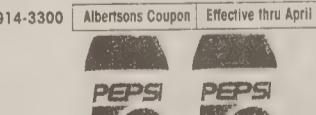
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CAR CARE



An advertising supplement to The Daily Herald and The Daily Universe,
Wednesday, March 27, 1996

When it comes to car buying: The customer rules

By MIKE MCKESSON

DETROIT (AP) — No-haggle, low-payment leases, used car stores, Internet shopping sites — today's trends in the buying of cars and trucks reflect

prevailing consumer-driven

industry trends.

For the first time since I've been

in the industry, says Tom Eastwood, senior

president of Nissan's U.S.

division. "For the last 10 years,

consumers have told us how to

sell a car. For the next 10 years,

we're going to tell us how to sell

them a car.

Consumers are telling the

industry they want a fair deal with-

out an ordeal, a streamlined

buying process that doesn't leave them

bewildered, wondering if they've paid too

much.

General Motors Corp.'s Saturn

division is one model for the

emerging customer-friendly car

business and for one of its features,

no-haggle prices. Industry experts

disagree on whether that feature

will spread everywhere, but it

seems likely to become more

prevalent.

"There is a high enough per-

centage of people who want to buy

cars that way," says Ronald Zarrella,

group vice president in charge

of General Motors' North Ameri-

net or using computer programs

from Consumer Reports or popular

car magazines.

They are looking less for wheel-

ing and dealing at the dealership

and more for non-adversarial sales

techniques.

The sellers see this, and they are

responding. Manufacturers and

dealers are focusing on creating

sales processes that please cus-

tomers. Retail entrepreneurs who

have succeeded in selling other

wares are bringing their expertise

into the auto business.

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can sales and marketing. "It

enhances the process."

Another model may be Circuit

City's CarMax superstores —

operations that have taken a seg-

ment of the business that generally

was disrespected by customers and

made it the opposite.

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Michelin tires rank number one

DETROIT (AP) — New car and truck buyers expect their tires to last about 45,000 miles, and their satisfaction with tires that came as original equipment increased this year over last year, a survey by J.D. Power and Associates found.

But the marketing research company said that improvement — about 2 percent — might have been affected by a milder winter that may have reduced the demand put on tires.

J.D. Power's Original Equipment Tire Study surveyed 19,000 people who bought or leased new 1994 vehicles for personal use, asking them to rate product quality, wearability, safety, traction, ride and styling of their tires during the first year on the road.

Less than one-fifth of the people in the survey reported problems with their tires during the first year. On average, those who had problems had problems with two tires.

Michelin tires ranked highest for satisfaction in the car and compact van category, which had 11 tire brands with enough survey responses to be rated. BF Goodrich was a close second, followed by Pirelli and Uniroyal. General and Goodyear tires came in at about the industry average.

Five other brands earned below-average satisfaction rankings. In alphabetical order, they were Bridgestone, Dunlop, Firestone, Toyo and Yokohama.

Owners of light trucks, sport-utility vehicles and full-size vans rated Yokohama as the top brand, with Michelin as a close second. Bridgestone and Goodyear were above the industry average, while Firestone and Uniroyal were about average.

BF Goodrich and General scored below the industry average. There weren't enough survey responses to rate Dunlop, Pirelli and Toyo brands in the truck category.

The Continental Tire brand was included in both segments of the study, but the sample size was not large enough to rate it.

The two segments were rated separately because car drivers and truck drivers typically put different demands on tires and have different expectations for their performance.

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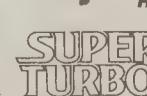
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Delphi's Pro-tech "self-aligning head restraint," which automatically adjusts to cushion heads of drivers and passengers during rear collisions, will

soon be available on Saabs. Delphi, a GM-Saab subsidiary, thinks the device could reduce whiplash injuries by 40 percent.

Designs of today's car tires mix science with artfulness

By Thomas Hine

Knight-Ridder Newspapers
Tires, as their manufacturers never tire of reminding us, are a life-and-death matter. If you try to save a few bucks, the current Michelin ads suggest, babies may die.

Even if you find that bit of emotional blackmail uncompelling, there's little doubt that we depend on tires to work well. And for the most part, they do.

Most people think less about tires than they did two decades ago because tires last longer. Some are guaranteed for 60,000 miles and more. Moreover, tires are the largest single factor in automobiles' improved gas mileage.

Although the automobile culture of which tires are a part may be dysfunctional, tires themselves seem to be benefiting from steadily advancing technology.

The choices that those who design tires have to make are com-

plex. Increasing the amount of surface touching the road increases safety, while decreasing the friction between the tire and the road, which isn't exactly the opposite, increases fuel economy. Different

Cars and trucks are supercharged with meaning and associations. People see them as fashion accessories, rolling wombs, barely tethered monsters. Tires are their shoes, sometimes their claws. How they look has to be important.

weather conditions, driving surfaces and vehicle types suggest

different optimal designs, though buyers want a tire that will work well in all situations.

If there were any object whose form ought to follow function closely, it should be the tire. And I'd always figured that this was the case, until I encountered an article by Phil Patton in a recent issue of ID magazine. His interviews with designers and manufacturers showed that there is artfulness as well as science in these powerful objects.

That really shouldn't be surprising. Cars and trucks are supercharged with meaning and associations. People see them as fashion accessories, rolling wombs, barely tethered monsters. Tires are their shoes, sometimes their claws. How they look has to be important.

If you look at a tire retailer's display, it's really striking how different the models look. There are more or less generic zigzaggy grids on the lower-price models,

while the more expensive treads are also more expressive — with patterns that suggest lightning bolts or jigsaw puzzles and sidewall graphics that range from rugged to refined.

These different tires are made for different sorts of vehicles, of course, but sometimes the distinctions are primarily symbolic. Even though most sport utility vehicles spend most of their time as family cars, they must be designed both to perform off-road and to look as if they do.

The most visually striking tire to be seen on the American road is probably the Goodyear Aquatred II, which is distinguished by a deep groove running down its center, with curving channels on either side. Like the other models in the company's Aquatred line, this design emphasizes the shedding of water, something all tires have to do. The tread traces, if you look at it closely, a little estuary.

Such an emphasis on shedding water was new in 1992 when original Aquatred was introduced, and it caused a sensation which Goodyear has benefited since. Like the Ford Taurus and Gillette Sensor Razor line, Goodyear Aquatred changed perceptions of both a company and the products it makes.

As Patton notes, the design is a functional advantage only if you're driving in the rain at than 45 miles per hour. It's likely that it is the sensuous look of the object, rather than a concern with wet-weather driving, that made the Aquatred II a marketing success story.

Form follows function, sure, but to this we should add marketers' corollary: Form follows fantasy. The designers can with a soft shape and sinuous and consumers decided that wanted a radial tire with steel.

High-tech signal mirror projects light to warn other drivers

DETROIT (AP) — Drivers rely on outside mirrors to see other cars that might be overtaking them in lanes to the left and right.

A new type of outside mirror can also deliver safety information to the drivers of those other cars.

Muth Mirror Systems' Signal Mirror uses an array of high intensity light-emitting diodes to flash a visible warning to other cars. Drivers of cars in adjacent lanes see the signal in your outside mirror, telling them you've turned on your turn signal and are moving from your lane.

The LED signal arrows are behind the surface of the side mirror and invisible to you because of a special coating on the mirror that masks their light from the angle of your seat.

Another high-tech type of car mirror that has been around for

added by the speed of light-emitting diodes, which "bloom" faster than incandescent turn-signal lamps, the manufacturer says.

Muth's Terry Manion compares the safety value of the new mirror to that of the third brake light, mounted high at the center of vehicles, that has been required equipment on U.S. cars since 1986.

It specifically addresses the problems of blind spots when vehicles are in close proximity and provides precious reaction time to minimize accidents during lane changes," he says.

Muth's Signal Mirror is standard on the Ford Bronco XLT Sport and optional other Bronco models.

Another high-tech type of car mirror that has been around for

nearly a decade — the rearview mirror that dims automatically when it is lit from the rear by headlights — recently received an endorsement from a researcher who studied the effect of rearview mirror reflected glare on drivers' eyes.

In a paper presented at February's convention of the Society of Automotive Engineers, Dr. Alan Lewis reported that such glare causes an "after image" on a driver's eye that inhibits the ability to see objects ahead.

Lewis, dean of the College of Optometry at Ferris State University in Big Rapids, Mich., said the effect increases the time it takes a driver to see an object ahead of the car, decreasing reaction time and increasing stopping distance by as much as 100 feet at 65 mph and 125 feet at 70 mph.

Even though a manual mirror can be "flipped" and dimmed, the damage has already been done —

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CONSUMER:

continued from Page 1)

Z3 convertible.

Mitsubishi has a new Eclipse convertible, built at its plant in Illinois. Jaguar unveiled its new XJS coupe, the XK8, in early March. It replaces the aging XJS. The convertible version also is needed.

Trucks and sport utilities

Ford's new F-150 pickups, the best-selling vehicle in America, now in showrooms. Also on the market from the No. 2 automaker is the Mercury Mountaineer, an all-new revision of the top-selling Explorer.

The introduction is scheduled for a full-size sport utility based on the F-150 platform. Called the Expedition, it will go head to head with GM's Chevrolet Tahoe and GMC Yukon. Ford Ranger pickups will get a facelift for fall, with changes that relate them to the F-150 look.

Chrysler is bringing out a new generation of its Wrangler, the descendant of the military vehicle that gave Jeep its start. Chrysler's full-size pickup, the Dakota, also will be redesigned, taking styling from the big-rig look of its pickups.

Honda's Acura division is introducing its new SLX, a version of the Isuzu built by Isuzu, and the CR-V — a four-door sport utility now on sale in Japan — is

getting auto show exposure and may soon end up in this country.

Toyota's luxury division has the Lexus LX 450, a black-tie version of Toyota's Land Cruiser, and the new RAV-4, a compact SUV aimed at younger buyers. Nissan's Pathfinder is all new this year.

Sport utilities represent the fastest growing segment of the U.S. market. Sales have doubled from 750,000 units in 1990 to about 1.5 million last year.

Vans

General Motors has never really been a player in the compact van market created by Chrysler in 1984 when it introduced the Dodge Caravan and Plymouth Voyager. That may change this year with the debut of all-new replacements for its APV minivans, which were derisively dubbed "dustbusters" when they were introduced for the 1990 model year.

The Chevrolet Venture, Pontiac Trans Sport and Oldsmobile Silhouette are due this fall, built in a refitted plant in Doraville, Ga., that also make the Opel Sintra minivan for the European market.

The new GM vans have more conventional styling than the APV models, and they add many of the car-like qualities that made Chrysler's family haulers top sellers. They will offer sliding rear doors on both sides.

Isuzu is now selling a rebadged version of Honda's Odyssey minivan, the Isuzu Oasis.

New speed limits may increase deaths

DETROIT (AP) — Signs are being repainted and speed limits are being lowered in states that raised speed limits since the federal government repealed the 55 mph national limit that was imposed at the height of the Arab oil embargo.

Safety advocates who opposed the repeal, which took effect Dec. 1, have warned that higher speeds could result in up to 6,000 additional accident deaths a year. They dispute the claims of speed buffs who argue that Germany's autobahns have lower accident death rates than U.S. highways, despite having no speed limits.

In fact, many autobahns do have speed limits, and the accident rate on German autobahns is lower than the rate on U.S. highways most years, according to the Insurance Institute for Highway Safety, a research agency funded by the auto insurance industry. Citing a study by Allgemeiner Deutscher Automobil Club, the German equivalent of the American Automobile Association, the institute says 31 percent of Germany's autobahns had permanent speed limits in 1993, and another 10 percent had temporary limits imposed because of construction, heavy traffic or other unsafe conditions.

"The very existence of these speed limits refutes the tired old claim that no limits at all exist on autobahns," says Brian O'Neill, president of the institute.

Death rates on the autobahns were the same as on U.S. interstate highways in 1993 — about 0.87 deaths per million miles traveled. And during all but four years since 1975, the rates on autobahns have been higher, O'Neill says.

"What we would expect, if high speed weren't a problem, is lower death rates on autobahns," he says. "Belt use rates are much higher in Germany than in the United States. The minimum age for a driver's license is 18. And large trucks aren't allowed on autobahns on weekends."

Autobahn speed limits vary from state to state in Germany, as they now do in the United States. Almost half the autobahn segments with permanent limits are posted at 100 kilometers per hour, about 62 mph. The highest speed permitted on segments with posted limits is 130 kmh, or 81 mph.

Advocates of the repeal of the U.S. national speed limit argued that control over highway speeds should rest with the states.



AP Photo

Now being marketed in Japan, Honda's CR-V sport-utility vehicle probably will make its way to U.S. shores later this year.

Spring cleaning is important for fuel systems too

The ice, snow, slush, salt and cold of winter are finally behind us for another half year or so. That means it's time for your hard-working car or truck.

A thorough wash, wax and vacuum are sure. Under the hood? Oil change, engine treatment, summer coolant, new filters are on most spring check lists.

But, what about that high precision, electronic fuel delivery system? The one where even microscopic deposits can throw a wrench into the works?

It probably needs cleaning. Winter is tough on fuel systems, especially with the complex, close tolerance engines in today's cars. Cold starting, slower speeds, reformulated gasoline required by anti-pollution regulations in many areas, even salt dust from dry winter roads can leave deposits throughout the fuel system.

Left untreated, they rob power, slash mileage, cause rough running, hard starts and even lead to breakdown and expensive repairs.

Summer driving, with its heat, dust and humidity, is tough enough for engine and driver without adding a dirty fuel system. If your fuel injectors or carburetor jets, valves and combustion cham-

bers are fouled with winter deposits, summer trips and commuting can become major headaches.

Stan Sprague, fuel and lubricants scientist with Slick 50 Technologies in Houston, Texas, explains modern fuel injected engines are at extra risk from deposits caused by gasoline and combustion.

"Some fuel injectors have nozzles finer than human hair with internal parts even smaller," he said.

"Dirty injectors may stream the fuel instead of misting it or even become plugged. Deposit build-up on the intake valves and in the combustion chambers can cause trouble too, by actually absorbing fuel needed for starting and accelerating," Sprague said.

Many auto professionals now recommend regular use of an additional fuel system cleaner, even with detergent gasolines. That's because not all detergents and gas additives are alike.

"Some gasoline detergents and fuel injector additives actually create new deposits on the valves or in the combustion chambers," Sprague warns. These older detergent formulas also use an oil carrier which can cause valve sticking.

In response to these problems, fuel chemists have developed a new generation of advanced deposit control chemicals that actually dissolve and remove built-up deposits from all parts of the fuel system, and keep them off for several thousand miles. Which should you buy? There are several good formulations.

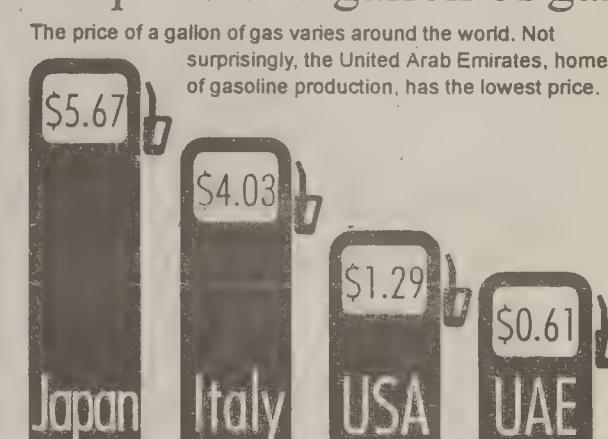
Slick 50 is one of the most experienced with the technology and even developed a special alu-

minum bottle to hold it. Slick 50's Fuel System Formula is frequently used and recommended by automotive experts. It is highly concentrated to provide the most powerful modern cleaner available with a 3000 mile treatment schedule.

Still, there is a wide range of formulations, potencies and prices available on the shelf. Many still use less expensive technology dating to the early 1950s. These can cause deposits and more trouble.

AUTOFACTS

The price of a gallon of gas



Source: Runzheimer International

Richard Ashton / Copley News Service

FROM BUNKER HILL TO BAGHDAD:

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Drive safely. Most companies offer discounts to customers with driving records free of accidents or violations.

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Built-in belts: A must for car comfort

DETROIT (AP) — Seat belts that rub riders the wrong way have long been a deterrent to some people's use of these important safety devices.

Car makers have been working to make belts more comfortable, adding ways to adjust their height and making fabrics softer and less chafing. A next step in combining comfort and safety is seat belts that are part of the seat, not anchored at points on the car's floors, doors or door pillars.

Johnson Controls Inc., an automotive component supplier that made seats for more than 8.4 million cars and trucks last year and has about one-third of the North American market, is starting to supply automakers with seats that have safety belts built in.

"It's very difficult to get the optimum seat belt adjustment with conventional seats, where safety belts are attached to a stationary pillar," says Bob Velanovich, the company's vice president for engineering.

Belts built into seats can eliminate neck chafing and reduce the pressure associated with poor fit, especially on smaller adults. Johnson Controls engineers say they also are easier to put on and take off, and they make it easier for back-seat passengers to climb in and out of two-door cars and trucks.

There also can be a safety advantage. To have built-in belts, seats must be built stronger. And because built-in belts are shorter, they retain the seat occupant earlier in a front-end collision and hold more effectively in rollover accidents, the designers say.

"We have considerable data demonstrating that our (Integrated Structural Seat) system passes all automaker and government safety specifications," Velanovich says. "But I'm convinced the No. 1 reason these seats offer the opportunity for increased safety is because consumers will use seat-integrated safety belts more, since they fit better and feel better."

Integrated belt systems are being used initially on front seats, but Johnson Controls plans future versions for back seats.

Johnson Controls seats with integrated belts are standard on Chrysler Corp.'s 1996 Sebring convertible, the first North American-built car with the feature.

Look for a clean car repair shop

By The Associated Press

Tips from the National Institute for Automotive Service Excellence and the Car Care Council for choosing an auto repair shop:

- Start shopping for a repair shop before you need one.

- Ask friends and associates for recommendations and consult local consumer organizations.

- Arrange for alternate transportation in advance so you won't feel forced to choose a shop based solely on its location.

- Look for a neat, clean and organized shop with some cars and trucks in the parking lot that are equal in value to your own and with modern equipment in the service bays.

- Look for a courteous staff and a service writer who seems willing to answer all your questions.

- Check the shop's policies on labor rates, diagnostic fees, guarantees and acceptable methods of payment.

- Ask if the shop specializes in the type of repair work you are seeking.

- Look for signs of professional achievement in the customer service area, such as awards from community or civic groups.

- Look for evidence of qualified technicians, including trade school diplomas, state certifications and certifications from manufacturer or independent service organizations.



AP Photo

Delco Electronics presents a "smarter" car

DETROIT (AP) — It avoids accidents, never gets stolen or lost, calls for help when you need it and has more computing power than the space shuttle.

Those are Delco Electronics' high-tech claims about the SSC, a concept vehicle loaded with more advanced electronics gear than any auto in history.

"The car drives, protects, informs and communicates," Delco president Gary Dickinson said when the SSC — for Safety, Security and Communications — made its debut in January at the North American International

Auto Show.

He wouldn't put a price on the SSC. Most of its components are today's technology, already available in one form or another.

What is significant about the SSC is that it puts them all together.

"With integration, the whole greatly exceeds the sum of its parts," Dickinson said.

Here is some of what you will find on the SSC, which looks like a modified General Motors sport-utility vehicle:

- Forward, side and rear warning systems that notify the

driver when a collision is imminent.

- Adaptive cruise control, which automatically maintains a safe following distance from the car ahead during highway driving.

- A night vision system that allows drivers to see farther ahead.

- Front and side air bags with an occupant sensing system that turns off the air bags when a seat is empty or a child safety seat is being used.

- Sensors that warn the driver when tire pressure is low.

- Intrusion sensors that monitor the passenger compartment for motion and an anti-carjacking system that sends out an alert and helps find a stolen vehicle.

- Perimeter lighting that allows a driver to see everything under and around a parked vehicle.

- Turn-by-turn navigation system linked to the satellite Global Positioning System.

- Vehicle-to-roadside communications system that displays information about road conditions ahead, traffic signs and points of interest.

Changed safety standards force structural change in future autos

By MIKE McKESSON

DETROIT (AP) — New federal safety standards aim to make the inside of your car more forgiving in case it meets the human skull.

The U.S. Department of Transportation announced in August that cars and trucks of the future will have to do a better job of cushioning the contact between people's heads and the areas around the windows and roof during crashes.

That probably means redesigning and padding the hard parts including

"all the pillars that support the roof, the front header, which is the hard part where the roof meets the windshield, the rear header, the side rails where the roof and tops of doors and windows come together," explained Barry Felrice, associate administrator for safety performance standards at the National Highway Traffic Safety Administration.

"This is the first time that any country has put in requirements for the structural components that support the roofs," Felrice said.

Auto safety groups have been pressing for such standards. Similar requirements for steering wheels, instrument panels, seat backs and head rests have been in effect for passenger cars since 1968. They have applied to light trucks and vans since 1981.

The new requirements, which will be phased in starting with the 1999 model year, will save up to 1,200 lives and prevent an estimated 975 serious injuries annually,

—Dr. Ricardo Martinez

Stone, president of Advocates for Highway and Auto Safety. Gerald A. Donaldson, a researcher for the group, says the rule will "dramati-

squeezed in some vehicles, "we may need to expand some of the interior dimensions, which drive the exterior dimensions," says

structure forward. ... This is a major technical challenge."

Some manufacturers might meet it by designing vehicles with air bags that deploy from the parts that need to be cushioned.

Other ways to "soften" those surfaces include padding and changes to the underlying metal structure to make it more impact-absorbing.

The requirement will be phased in starting Sept. 1, 1998, when 10 percent of new automobiles, light trucks and sport utility vehicles will have to meet the

new requirements, which will be phased in starting with the 1999 model year, will save up to 1,200 lives and prevent an estimated 975 serious injuries annually,

—Dr. Ricardo Martinez

standard. That percentage will increase to 25 percent in 1999, 50 percent in 2000, 70 percent in 2001 and 100 percent on Sept. 1, 2002.

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Young car buyers prefer the sporty look

DETROIT (AP) — While the car buyers of 40 years ago were more likely to buy a station wagon to carry their growing family, 18- to 24-year-old buyers of today often will drive away from a dealer in a black pickup truck, according to a recent survey.

In the 1950s, when nearly one in this young age group had the second child, the station wagon was a popular choice," says Ray LaLone, president of Strong Automotive Merchandise.

Today, it's (a) four-wheel drive pickup with the removable

strong surveyed 400 people nationwide to examine buying patterns of drivers 18-24, 35-45, 50-65 and older.

Until recently, the population of new-car buyers was small and negligible," LaLone says. "But new lenders offering attractive financing, dealers accepting less money down, and more young people fully employed, this segment of the market is becoming larger and more notable."

Among the findings: Younger buyers are much more likely to buy a sport utility vehicle, pickup truck or sporty car than older buyers. While 13 percent to 14 percent of older age groups plan to buy a truck next,

more than 20 percent of 18- to 24-year-old buyers have the same plans.

Younger buyers are three times less likely to buy an Oldsmobile and 12 times less likely to buy a Buick than their grandparents.

While most Americans' next car will be blue, car buyers 18-24 are likely to buy a black vehicle.

Younger car buyers don't live by the "buy American" slogan. They are more likely to buy foreign. For example, the survey found this group twice as likely to buy a Honda.

"The types of vehicles younger drivers prefer symbolize a generation proud and excited about singlehood. They are waiting longer to marry and start families, and they're having plenty of fun in the meantime," LaLone says.

"Smart dealers — and automakers — who tune in to this preference and others will attract more young consumers and build a reputation for making and stocking the vehicles this generation likes."

"In the end, they will sell more cars."

Strong Automotive is a Birmingham, Ala., advertising agency that specializes in the retail automotive market. The survey has a margin of error of 5 percentage points.

Cars: How they have changed American life

Car made Detroit and it changed the nation

Detroit was the first place in the country to have a significant number of cars made and driven. Mass production and good paying jobs made it possible for the people who worked in the car factories to buy cars and drive them to and from work.

As the industry grew, the city and roadways and developments were planned to accommodate cars. This set the pattern for growing urban centers.

See the culmination of this in Los Angeles where comparable few cars have ever been but everyone owns one and they spread out principally to accommodate motor traffic.

Development of the interstate highway system

The nation's greatest public program it's roughly equivalent to the Great Wall of China. It linked communities, but others apart by using roads as the shortest distance between places. In some such as what's left of the old 66, we can still see places that were once important but have fallen by the wayside as stops became growth

traffic and a highway system made possible the expansion of national parks system, in turn gave more people places to go and reasons to travel by car.

Suburbanization

It made it possible to build communities that were neither rural, but had some of the advantages of both.

rowth of the drive-in

Began with movies and fast food has evolved to include restaurants, services such as dry cleaning, and even weddings and funerals.

Changing the purpose of

Cars were once an extension of front yard where people and children played and vendored goods from carts. At one time transportation was a secondary use; now the situation is

Architecture of American homes

The virtual elimination of the front porch dates from the rise of automobiles. In the late 1920s, porches began to get smaller and have now practically disappeared. As garages became popular, the back yard became more the focal point for relaxing.

Decline of railroads and streetcars

Trains, trolleys and interurbans lost popularity as a means of transportation for people even before the growth of air travel. Cars allowed travelers to go where they wanted to go, rather than following fixed routes at fixed times.

Breakdown of rural isolation

People in outlying areas embraced the car as a means of maintaining their rural lifestyle, but creating a link with towns and cities. There's a famous story about a farm family that had no bathtub, but did own a Model T. When asked why, the woman of the house replied "you can't go to town in a bathtub."

Becoming the engine that drives economy

Oil, rubber and a panoply of industry activities exist because of the automobile. Motels, restaurants and service businesses grew up on trade from drivers. Even advertising has been affected as evidenced by the billboard. They didn't post billboards along the railroad.

Defining the work of the 20th century

The standardization of parts and assembly that was necessary for mass production of cars led to an abundance of high-wage but low-skilled jobs. These jobs made a comfortable livelihood possible for immigrants who didn't speak English and people who were untrained but willing to work hard. Now as we enter the 21st century, the pendulum is swinging and we're moving into a situation similar to what we saw at the start of the industrial revolution: the best paying jobs go to the more skilled workers.

List compiled by Bob Casey, Curator of Transportation at the Henry Ford Museum and Greenfield Village.

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Ford video shows how a car is made

DETROIT (AP) — Old documentary footage of Henry Ford's assembly lines are the freshest images some people have of the complex process of building a car.

Two recent videos that are being praised by parents and car buffs can bring those impressions into the 1990s.

"How a Car is Built," which comes in separate versions for kids and adults, is a half-hour journey into Ford Motor Co.'s stamping and assembly plant in Dearborn, Mich., where the Mustang is built. Cameras follow the process as giant presses stamp sheet steel into body parts, robots weld together the pieces and paint them, and workers install dashboards, engines, gas tanks and seats along the nine-mile assembly line.

The videos also feature historic scenes from Ford's Model T and Model A assembly lines, explaining how technology has dramatically changed the way vehicles are built.

Information on the purchase of either version of "How a Car is Built" is available from Think Media Inc. at 1 (800) 655-1998.



"How a Car is Built" takes viewers on a half-hour tour of Ford's stamping and assembly plant in Dearborn, Mich. The videos, in separate versions for adults and children, were produced by Think Media Inc.

Environmental protection agency rules out CFC use in cars

By MIKE MCKESSON

DETROIT (AP) — If you're a do-it-yourselfer for car repairs, you may have learned firsthand last summer about new rules that have changed the climate for auto air conditioners.

You shopped for refrigerant to "recharge" your air conditioner and you probably couldn't find it.

Under new Environmental Protection Agency rules, only certified technicians can buy the refrigerant traditionally used in car and truck AC units. Known as R-12, CFC-12 or by the trade name Freon, it is being phased out as part of an effort by the United States and about 125 other countries to eliminate the use of substances that deplete the ozone layer of Earth's atmosphere.

Scientists determined in the 1970s that Freon and other chlorofluorocarbons (CFCs) released into the air were causing a chemical reaction that destroys natural ozone in the atmosphere. Ozone protects the Earth from the damaging effects of ultraviolet radiation from the sun.

Production of CFCs was banned in the United States and most industrial nations at the end of 1995. By last year, the automakers had stopped equipping new vehicles with air conditioners that run on CFC-12. What happens to them?

roads with air conditioners that run on CFC-12. What happens to them?

The change doesn't mean you'll have to stop using your air conditioner. Although Freon won't be manufactured, the new laws have allowed supplies of the chemical to be stockpiled. The EPA predicts it

goes by.

The EPA says motorists have some options. Here is the agency's advice:

• Make sure you have preventive maintenance performed on your air conditioner, to prevent leaks and the need for replacement of CFC-12 released into the atmosphere. Certified repair shops now are required to recycle the CFCs they remove from air conditioners.

• Use only the refrigerant that your AC unit was designed for. There should be a label under your hood that identifies the refrigerant used in the AC system. Using the wrong one can cause performance and safety problems and void your warranty.

• Consider having your air conditioner modified so that it can use HFC-134a instead of a CFC refrigerant. The cost and complexity of retrofitting air conditioning units for the new refrigerant will vary, depending on the car.

The EPA estimates the costs will be between \$100 and \$800 for most vehicles.

The change doesn't mean you'll have to stop using your air conditioner. Although Freon won't be manufactured, the new laws have allowed supplies of the chemical to be stockpiled. The EPA predicts it will be available for use in repairs of older air conditioning units some time in the future.

cles with air conditioners that rely on CFC-12. Today's new cars use systems that have a refrigerant called HFC-134a, which is more ozone-friendly.

But there still are an estimated 140 million cars and trucks on U.S. roads with air conditioners that run on CFC-12. What happens to them?

will be available for use in repairs of older air conditioning units some time in the future.

But the government charges an excise tax on the chemical to discourage that, so supplies might be limited and more costly as time goes by.

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Cybershopping: The new way to buy a car of today

By MIKE MCKESSON
AP Auto Writer

DETROIT (AP) — Millions of people are using the Internet or commercial on-line services. Scores of millions more use computers at home or on the job.

This electronic environment has produced an explosion in the information available to buyers of cars and trucks, and it is exerting significant pressure for change in an automotive retailing system that traditionally has resisted it.

In February, 1995, Lynnwood, Wash., car dealer Marty Rood's booth at the National Automobile Dealers Association convention was a curiosity — he was trying to sell fellow dealers on the idea they could develop customers through the Internet's World Wide Web.

Car know-how ups car safety

DETROIT (AP) — Your car has all the latest in safety — air bags, lap-shoulder belts for most everyone along for the ride, anti-lock brakes.

But learning to use them properly is just as important as making sure your next car has the features in place.

"It always amazes me how little some people know about the safety

It is both important to have this equipment and know how to use it properly to ensure that you get the most benefit.

features in today's cars and trucks," says Ricardo Martinez, National Highway Traffic Safety Administration chief in Washington.

"It is both important to have this equipment and know how to use it properly to ensure that you get the most benefit.

"A seat belt, for example, that is not fastened snugly and low over the bony hips has reduced safety benefits in a crash."

Regulators have long said people misuse anti-lock brakes, finding it difficult to break the old pump-the-brake habit in favor of letting the vehicle do the work.

Air bags and seat belts can cut in half the risk of serious injury or death in a wreck. They are designed to reduce trauma to the head, chest and abdomen, the areas where injuries are most likely to be fatal.

That adage that a big car is safer than a small one holds true — usually — says Martinez.

"Larger vehicles are safer than smaller ones because of their additional weight and size — critical components in a collision between vehicles of dissimilar size," he says. "However, vehicles of similar size and weight offer varying levels of occupant protection."

Crash tests help show which models provide the best protection in a crash. NHTSA has been testing cars since 1979, driving them into a wall at 35 mph. The standard is the equivalent of a head-on collision between two cars of the same weight at 35 mph. Cars are given a rate of one to five stars, with five stars being the highest.

"There are many kinds of crash tests that can be performed, and ours is the worst-case scenario — head-on into a concrete wall," says Martinez. "Earning five stars on our test is not a guarantee of freedom from injury. No crash test can guarantee that."

"But our severe frontal test gives an indication of how well the vehicle is likely to protect the head and chest."

NHTSA says it plans to expand testing to side-impact crashes — the second-leading cause of car-accident death.

Martinez says car shoppers should combine research into NHTSA tests with dealer information and media reports.

A year later, at this year's NADA convention in Las Vegas, conversation about the Internet and other computer-based marketing techniques seemed to fill the exposition hall.

The automotive retailing industry is charging into cyberspace.

Some examples:

• All the major manufacturers are pitching their products on the World Wide Web. In February, General Motors Corp. launched what it says will be one of the computer network's largest integrated projects. "This new interactive world lets you establish dialog with consumers," says Ron Luniewski, an Electronic Data Systems Corp. vice president working on GM's effort.

• Chrysler Corp.'s Plymouth division is setting up shopping mall displays in 40 cities that include computerized information

stations that let shoppers use a touch screen to configure and price a new Plymouth car or minivan.

• Following the lead of retail electronics giant Circuit City Stores Inc., car dealers and retailing entrepreneurs from outside the auto industry are creating used-car "superstores" that allow customers to browse through hundreds of vehicles by pulling up data on computer terminals.

• Internet-based buying services — companies that shop from hundreds of dealers to find the best buys for consumers — are bringing together buyers and sellers in increasing numbers. One service, California-based Auto-By-Tel, said in January it had made 50,000 dealer-consumer referrals in the previous nine months and that 70 percent had resulted in sales.

• Traditional suppliers of car buying information are setting up

shop on the Internet and developing sophisticated multimedia buying guides on CD-ROM for use in home computers.

A CD-ROM developed by Consumer Reports offers the magazine's ratings on safety, reliability and value and matches consumers with cars based on information they enter into the program. J.D. Power and Associates, the marketing firm known for its measures of consumer satisfaction with cars and trucks, also has a CD that prompts users for personal information then gives them a list of vehicles they should consider.

• Marty Rood's DealerNet service, which helps car dealers set up "home pages" on the World Wide Web, has been bought by Reynolds & Reynolds Co., one of the largest providers of management and information systems to dealerships.

Car dealerships are being pushed by informed consumers and by the automakers to adapt to the changing marketplace. Chrysler sales vice president E. Thomas Pappert says they will have to adapt to survive.

"The existing process isn't going to make it. That is not a guess, that is a firm forecast," Pappert says.

Ford Motor Co. Chairman Alex Trotman had a similar message in his keynote address to the auto dealers convention.

"We've entered the greatest

buyer's market in history — we might call the customer revolution," Trotman said.

"I'm not sure which of the new ways of doing business, any will be successful," he says. "I do know that businesses and individuals all over the world are keep trying to make things better, faster, cheaper, more convenient and more fun for the customer. We're all — manufacturers, suppliers and dealers — going to have to intensify our focus on fulfilling the customer's needs and expectations."

Daytime headlights reduce accidents

DETROIT (AP) — A vehicle with headlights that glow whenever the ignition is on is less likely to be in some crashes in which a driver could see the other vehicles' lights, according to a Canadian study.

Canada has required daytime running lights on new vehicles to be sold in Canada since 1989. But automakers in the United States have yet to put them to wide use on new cars, and at least one of the Big Three doesn't plan to make the lights a regular feature.

To determine if the Canadian regulation affected crash statistics, Transport Canada examined crashes in 1991 that they considered relevant to the question — crashes between vehicles going in "opposite, opposing or crossing directions of travel." The researchers compared such accidents involving 1989 and 1990 models.

The likelihood of such a crash during 1991 was about 8 percent lower for 1990 models than 1989 models, the researchers found.

Motorists in Denmark, Finland, Hungary, Iceland, Norway and Sweden either must have daytime running lights or turn on the lights if their vehicles don't have them.

They have been allowed in the United States since early 1993, when a federal safety agency overrode state laws that would have barred them. The idea has been gaining momentum. General

Motors Corp. by 1997 plans to equip all its new cars with daytime running lights, citing several small studies that the lights help prevent crashes.

The lights are designed to make other vehicles more visible to a driver. The equipment will be standard and definitely marketable as a safety feature, GM has said.

Ford Motor Co. says it is looking at making the running lights

The lights are designed to make other vehicles more visible to a driver. The equipment will be standard and definitely marketable as a safety feature.

—General Motors Corp.

available in its U.S. cars. The feature will be offered as an option for some fleet sales of 1996 Taurus models, Ford spokeswoman Pam Kueber says.

"We are looking at the whole subject and expect we would have the running lights on our cars in the near future," although no target date has been set, she says. "It's not simple. There are different photometric requirements in the

United States, so it does require some re-engineering of all our car and truck lines."

Chrysler has no such plans, engineering spokesman Lindsay Brooke said.

"We've determined that their effectiveness pretty much is maximized in the more northern latitudes, and we haven't determined them to be as effective in the southern latitudes, which is most of the United States," Brooke said.

As a result, he says Chrysler doesn't plan to make the lights widely available, if at all, in cars made for U.S. sale.

Saab and Volvo began making the lights, called DRLs, standard in the 1995 model year.

The National Highway Traffic Safety Administration hopes to use the GM move to take a hard look at how effective DRLs are at heading off some types of accidents.

Most DRLs use a vehicle's lighting control computer to burn the filament of the headlights' high beams, but at a much-reduced intensity.

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Fire

Freon AC units can be converted

By The Associated Press

At the end of 1995, federal law banned the manufacture of CFC-12, also known as R-12 or Freon, the refrigerant used in the air conditioners of an estimated 140 million cars. The ban is part of an international program to reduce the use of ozone-depleting chlorofluorocarbons.

Q: How can I tell if my car air conditioner uses Freon?

A: There should be a label under the hood that lists the refrigerant used in the cooling unit. Most cars built since 1994 use a different chemical.

Q: My AC unit uses Freon. What happens if it needs recharging or repairs?

A: The ban won't prohibit the continuing use of AC units with Freon, and repairs will be available from certified technicians who have access to Freon made before the ban.

Q: Will it cost more?

A: As the supply of stockpiled Freon diminishes, the cost is likely to go up. The government also imposes an excise tax on the stockpiles, so that will affect the price as well.

Q: Can my air conditioner be converted to use the newer, ozone-friendly refrigerant? How much will that cost?

A: Most AC units can be converted to use HFC-134a, the refrigerant used in new car air conditioners.

The Environmental Protection Agency estimates the costs of conversion between \$100 and \$800, depending on the car. In general, newer cars can be converted more easily. It probably makes sense to consider a conversion if you are having your air conditioner repaired anyway.

Q: Will a converted air conditioner cool as well using the new refrigerant?

A: Tests by ICI Klea, a refrigerant manufacturer, found that a retrofitted system may run an average of 1 degree to 3 degrees warmer than the original system. Many people wouldn't notice that difference. If you want to spend more on the conversion to guarantee more cooling power, ask the service technician about upgrading the condenser, adding a second fan, or other possibilities.

Q: Where can I get more information?

A: The Environmental Protection Agency operates an Ozone Protection Hotline at (800) 296-1996.

Vintage vehicle displays to bring a blast from the past

They were once known as "gas buggies" or "horseless carriages." Civilized folk ran when they saw them coming ... or stood by the road and gawked. Scoffers cried "get a horse," and predicted that this new fad would soon sputter to an end.

Those early years of automobile will come vividly to life for Greenfield Village visitors during "Old Car Festival" on September 7 & 8.

More than 200 vintage vehicles from across the nation will be making a semimental journey to Dearborn for this 45th annual event featuring automobiles, commercial vehicles, motorcycles and bicycles built no later than 1932.

The historic homes, shops and workplaces of Greenfield Village provide a perfect background for parades and driving demonstrations that give visitors a chance to experience life in the past lane.

"Old Car Festival provides a unique opportunity to see a great number of early cars in motion," said program planner Dan Kirk. "This event gives the public a chance to find out what motorizing was like in the days of steam-powered cars and crank-starting."

With a clatter and a chug -- and even an occasional ah-oooga -- nostalgic nameplates such as Duesenberg, Hupmobile, and Pierce Arrow will rumble through Village streets along with historic examples of still-popular makes such as Cadillac, Dodge and Ford.

When they're not driving or displaying their cherished cars, collectors will be demonstrating forgotten skills such as lighting gas headlights.

Visitors can get to know the

Model T inside and out by observing a team of experts as they turn a pile of parts into a road-ready Tin Lizzie.

Big wheels will keep on turnin' as more than 100 bicycle collectors pedal along the path outside the Wright brothers' Cycle Shop, and everyone can get a feel for "the Wright stuff" by riding a stationary high-wheeler.

On Saturday, dozens of pre-1915 vehicles will make a 100-mile trek from the R.E. Olds Museum in Lansing. No one will care who's last ... it's who lasts that counts in this endurance run for one- and two-cylinder cars and motorcycles.

A panel of judges will present awards for automobiles, motorcycles and bicycles, and commercial vehicles based on quality of maintenance and authenticity of restoration work. The Curator's Choice award will be bestowed on one select vehicle that has not undergone restoration, but displays good overall preservation.

Admission to Old Car Festival is included with regular Village admission.

If You Go...

Henry Ford Museum & Greenfield Village is in Dearborn, Michigan, 12 miles west of downtown Detroit. Directional signs are posted along routes I-75 and I-94, the Southfield Freeway (M-39), and Michigan Avenue (U.S. 12). Parking is free.

Information by phone:
313-271-1976, 24-hour recorded message

800-TELL-A-FRIEND (835-5237), outside 313 and 810 area codes Telephone

Device for the Deaf 313-271-2455

Hours: Museum & Village



Photo Courtesy of the Henry Ford Museum

1869 Duryea Motor Wagon — The only existing example of the first American production car is on exhibit at Henry Ford Museum. The vehicle was such a novelty, it was exhibited at the Barnum and Bailey Circus (pictured here with driver A. A. Jones).

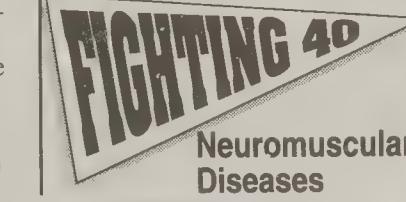
open 9 a.m. to 5 p.m. daily.

Prices: Adults \$12.50; senior citizens, 62 and over, \$11.50; children 5-12, \$6.25; children under 5 free. Admission to the Museum and Village is

separate.

Combination tickets (unlimited access to both sites for two consecutive days) adults \$22, youth 5-12 \$11. Annual Ticket \$28 adult, \$14 youth.

Henry Ford Museum & Greenfield Village is an independent, non-profit educational institution not affiliated with the Ford Motor Company or the Ford Foundation.



BUCKLE UP

Avis ranks number one

DETROIT (AP) — Avis Rent A Car was best at satisfying customers of airport car rental agencies in a survey by J.D. Power and Associates, the marketing research firm known for its measures of car-buyer satisfaction.

The rental car industry is a mature business experiencing heavy competition, making customer satisfaction a critical differentiator, J.D. Power III said in February when the firm released its first survey of the industry.

Power used the survey data to produce an index that ranked the companies. Here's how they stacked up, with a score of 100 as average.

Company	Score
Avis	103
Hertz	102
National	101
Budget	99
Thrifty	96
Alamo (tie)	95
Dollar	95

The survey involved 2,227 air

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RS-miles increase

By The Associated Press

U.S. income tax payers will be able to deduct driving expense of 40 cents a mile for business use of their vehicles in 1996, a 1-cent increase over the 1995 mileage allowance.

"Although the economy remained relatively stable with a low inflation rate, such factors as increased insurance costs, taxes and vehicle prices were the principal causes for the slight rise in driving costs," says Larry Snyder of Cunzheimier International, the consulting firm that develops the guideline for the Internal Revenue Service.

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Plymouth's new design keeps car collectors on the prowl

DETROIT (AP) — It's partly from the parts bins of other Chrysler Corp. cars, partly from the technology designs of cars of the future and partly from the enthusiasm of car nuts who are creating it.

Plymouth's new Prowler, a retro hot rod that will show up in showrooms early next year, also is part of Chrysler's effort to add some passion to Plymouth as it tries to remake its stodgiest nameplate.

"People are very passionate about Prowler," says Steven D. Bruyn, Plymouth marketing plans manager.

Of the gleaming vehicles at this year's North American International Auto Show, it was a consistent crowd pleaser.

"There's a perfect market for this among people our age," said 50-year-old Dave Haus of Mechanicsburg, Pa., as he looked at a Prowler on the show's first day. "When we were teenagers, we'd build those kind of cars."

The Prowler team's program manager, Cynthia J. Frey, says it has "hot-rod spirit with '90s technology," and that there is no way to characterize who the average Prowler buyer might be.

Chrysler says response from the public has been so diverse and overwhelming since Prowler was first shown as a concept that planners felt no need to do market research. They expect to easily

sell the 3,000 planned for the first year. The price will be in the range of \$35,000, despite high technology features that normally aren't part of today's cars.

Chrysler kept Prowler's design and development costs down by

Chrysler kept Prowler's design and development costs down by reusing parts from most of its other vehicles — components ranging from door handles and control switches to the engine and transmission, which will be modified versions of those in Chrysler's LH sedans.

reusing parts from most of its other vehicles — components ranging from door handles and control switches to the engine and transmission, which will be modified versions of those in Chrysler's LH sedans.

Manufacturing costs will be held down by limiting complexity — every Prowler built will be the

same, at least at first. There are no options and only one color, Prowler Purple.

But the car also is a test bed for future automotive technology. It contains about 900 pounds of aluminum components, including its frame and major body panels.

"The Prowler will be the most aluminum-intensive vehicle built in North America in this decade," said Peter R. Bridenbaugh, Alcoa's executive vice president. His company builds Prowler frames and supplies aluminum and components to other Prowler suppliers.

In a conventional car, body parts are spot-welded together. In Prowler, they are attached with self-piercing rivets and adhesives.

The instrument panel is mounted on a cross-car beam of cast magnesium.

Use of metals such as aluminum and magnesium help engineers remove weight and achieve better fuel economy — that's expected to be about 25 mpg for the Prowler.

Prowler's 3.5-liter V-6 engine will drive the rear wheels through a shiftable "AutoStick" automatic transmission.

Those rear wheels will be mounted with 20-inch, "run-flat" tires from Goodyear, the first standard-equipment run-flats in the industry. The 17-inch front wheels, also with run flats, have



Plymouth's Prowler, a retro hot rod expected in showrooms sometime next year, was a star at the recent North American International Auto Show.

Price of the Prowler was kept low by using parts from other cars.

bicycle-type fenders that turn as the vehicle is steered.

That means no spare in the trunk, and with good reason. The retro roadster's rear has room for

little more than "a toothbrush and a nightie," according to one Chrysler manager.

But don't worry if you need to pack an overnight case in

addition to the toothbrush. Chrysler is planning an aeronautic "pull behind" — a trailer that is keyed to Prowler's design.

Americans go for white

DETROIT (AP) — Green's challenge faded to a pastel in 1995, and the color white strengthened its hold on the tastes of American car and truck buyers.

DuPont Automotive, a major supplier of paint to carmakers, reports that white was the shade of choice for buyers of new vehicles last year in all categories except sports cars and compacts.

A year earlier, DuPont's survey had found green coming up fast, surpassing white as the favorite among intermediate and luxury car buyers. Dark green still is favored on sports and compact cars, but it ranked second for all other categories.

White has been a perennial favorite, primarily because it is chosen for many trucks and vans, vehicles that have been gaining market share over the past few years. One factor is that many white trucks are sold to businesses which then personalize them with trademarks and other signage.

Overall last year, white was the choice on 23.8 percent of trucks and vans and 18.9 percent of full-size and intermediate cars. The other colors in the top four spots in all categories were black, light brown and medium red.

Other survey findings include:

- Teal and aqua's popularity faded in all categories.
- Black, like white a perennial favorite, gained for the second consecutive year.

Future technology promises more gadgets

By MIKE McKESSON

DETROIT (AP) — Hying high-tech features is among the most visible techniques used by automakers to interest buyers in new cars and trucks.

Each year's vehicle offerings, especially at the top end of the price spectrum, bristle with new gadgets, gimmicks and gewgaws, many made possible by rapidly advancing electronics technology.

Cars already on the market offer:

- Computer navigation systems.

Recent research by J.D. Power and Associates, the marketing information firm known for its surveys of car buyer satisfaction, suggests that many customers want such high-tech devices on their vehicles and are willing to pay for them.

- Memory modules that adjust seats, mirrors, shock absorber stiffness and even radio station settings when the driver touches a personally programmed button on the key fob.

- Windshield wipers and lights that turn themselves on when the car detects rain or gloom.

- Sophisticated traction control systems that detect when wheels

are slipping and make automatic adjustments to prevent skids.

Recent research by J.D. Power and Associates, the marketing information firm known for its surveys of car buyer satisfaction, suggests that many customers want such high-tech devices on their vehicles and are willing to pay for them.

Power's Automotive Performance, Execution and Layout study found that safety and security are the main drivers of consumer expectations. At the top of the list of high-tech features they want are run-flat tires, which can be driven for up to 100 miles after being punctured.

Eighty-nine percent of the consumers surveyed said they were interested in run-flats and 46 percent said they'd be willing to pay extra for them.

Until this year, run-flats have been available only on certain high-performance or specialty vehicles, such as Chevrolet Corvettes or AM General's Hummer, the civilian version of a military utility vehicle.

But Ford Motor Co. now is offering them as part of an electronic security package on Lincoln Continental, and Chrysler Corp.'s new Plymouth Prowler, a retro-hot rod that will go on sale next year in the \$35,000 price range, will have standard run-flats. German luxury car makers are expected to begin offering them as well.

Second on the Power list of desired high-tech features is a system that would automatically send out an emergency call when a car is in an accident.

Sound far fetched?

General Motors Corp. in February announced a system called OnStar that will do just that for Cadillac buyers who choose it as a \$1,000 option and sign up for service at a monthly charge.

OnStar uses cellular telephone networks and the satellite Global Positioning system. The emergency call is triggered when the vehicle's air bags are deployed in a collision. The Power survey found 87 percent of consumers interested in such a system; 49 percent said they would pay extra for it.

Among the other emerging technologies at the top of the Power survey list were computer screen displays that guide drivers when visibility is poor, collision avoidance systems that detect an impending crash and automatically sound an alarm or put on the brakes, and electronic navigation systems that help drivers find an address or guide them around a traffic jam.

Some of these will be available soon, for a price. Others may be years or decades away.

"Consumers are clearly interested in new devices that will help alleviate concerns about their safety and security," J.D. Power III said last fall when the survey was released. "Manufacturers and their suppliers would do well to focus on these ... needs and wants."

Air filters may emerge in future automobiles

DETROIT (AP) — They began appearing a decade ago on some European cars, and they're starting to catch on in this country: filters for the air that enters car interiors through heating and air conditioning systems.

"It's a natural evolution of automotive design," says Paul Coccaro, filter product manager for Allied Signal Automotive Aftermarket, a replacement parts maker.

"People are expecting their cars to do more for them, including providing a cleaner, healthier traveling environment," Coccaro says. "We're expecting up to 75 percent of new cars to have cabin air filters five years from now."

In a car so equipped, a replaceable flat-panel filter is positioned in front of or behind the air intake grille below the windshield. The grille is where air for the heating, ventilation and air conditioning system is drawn into the car.

Adding filtration to the system that regulates the interior environment removes dust and soot and can keep the inside of the car

cleaner.

"Since pollen and spores are trapped, there should be fewer problems for people with allergies," Coccaro says.

"Additionally, because contaminants don't get to accumulate in the air conditioner evaporator, there's less chance for odor development."

Until recently, cabin air filters were relatively rare. Allied Signal says the earliest to appear on cars in the United States were Saabs in the late 1980s. Japanese and other European automakers began including them, and made them standard on its Toyota and Mercury Mystique models, which it started building in 1994.

Some systems use an electrical charge to trap particles. Others are simpler, similar in appearance to filters now used on fuel-injected cars to remove contaminants from air entering the engine for combustion.

The typical cabin air filter should be changed every 15,000 miles, but in dusty climates, it may need replacement more often.

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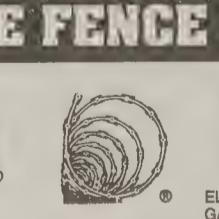
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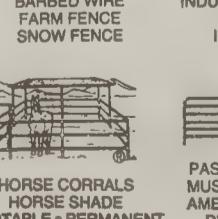
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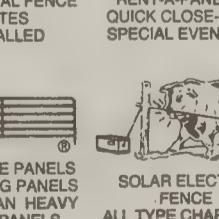
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A City driving marks as most expensive

DETROIT (AP) — Tooling around Los Angeles will set your budget back \$8,375 a year, according to a survey of city car driving costs. But the cost drops by more than \$3,000 if you do your driving in Sioux Falls, S.D.

Larry Snyder, vice president for business development at Runzheimer International in Wausau, Wis., says businesses should take note of the disparity in setting mileage reimbursement amounts for employees.

Runzheimer, a management consulting firm specializing in travel and living costs, looked at costs of insurance, depreciation, license and registration, taxes, gasoline and maintenance in determining how much a driver in some U.S. cities might spend to get around in a midsize 1995 Ford Taurus GL.

Los Angeles was most expensive, at 55.8 cents a mile. Not far behind were Boston, with a cost of \$7,476 a year, or 49.8 cents a mile; Philadelphia, \$7,344, or 49 cents a mile; and Providence, R.I., \$7,277, or 48.5 cents a mile.

In Sioux Falls, you might spend 35.8 cents a mile maintaining the car. Other cheaper cities in the survey were Bismarck, N.D., \$5,445, or 36.3 cents a mile; Burlington, Vt., \$5,459, or 36.4 cents; and Boise, Idaho, \$5,509, or 36.7 cents.

"Using a broad national average to reimburse employees driving on business is probably a mistake," says Snyder. "Our analysis clearly shows that such factors as insurance, maintenance, fuel, taxes and other items vary significantly in cost according to where you drive."

Recycling has new ring to it

DETROIT, Mich. (AP) — That ringing in your truck might not be as ominous as it sounds. It could be the recycled telephone in your grille.

Ford Motor Co. says it is recycling 2 million pounds a year of one and computer housings to form the grilles for F-series pickup trucks and Econoline vans.

"When people think about recycling, they usually think about soda bottles and newspapers," says Susan Day, Ford vehicle recycling coordinator. "At Ford, we're looking for new, creative recycled materials that meet our tough performance standards and reduce

the amount of waste sent to our landfills each year."

Ford says it collects plastic housings for computers, phones and other equipment, then separates, grinds and makes the plastic into new pellets. Those plastics are used in grilles made at Ford's Carplastic Plant in Apodaca, Mexico. The material to mold each grille contains about 25 percent recycled materials, Ford says.

In 1994, Ford said its annual usage of material containing post-consumer recycled materials was more than 26 million pounds. They expect a greater than 25 percent increase in that figure in 1996.



BMW's Z3 roadster made its screen debut in the latest James Bond movie; it hits American showrooms this spring.

AP Photo

Thrifty car rental voted 'best' in Middle East

TULSA, Okla. — Thrifty Car Rental has been voted the best car rental company in the highly competitive Middle Eastern market by the readers of Al Mousafir (The

Traveller) Magazine, a monthly publication targeting leisure and business travelers in the Middle East and the United Kingdom.

More than 35,000 readers voted for their favorite car rental company based on quality of service, number of rental locations and rates in 1995, with Thrifty coming out on top. Avis was ranked second and Budget third-place in the survey, entitled "The Best." Other categories included in the survey were best hotel, airline, airport, duty-free zone and others.

The Middle Eastern market is one of the most competitive in the world, with a customer base of about 88 million people.

Published in Riyadh, Saudi Arabia, Al Mousafir has a monthly circulation of more than 40,000.

Thrifty Car Rental is an international franchise network of more than 1,100 locations in more than 50 countries around the world. Thrifty serves both the airport market and the local car rental market,

and is one of the country's largest airport parking operators with more than 11,000 spaces in 55 U.S. cities.

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All of these except the CV joints — which should be checked for leakage — and maintenance-free batteries require periodic checking and topping off, the council says.

Engine oil, transmission fluid,

brake fluid and antifreeze also require complete changes at intervals recommended by the vehicle's maker.

Three — engine oil, transmission fluid and fuel — are part of systems that also have filters that periodically need replacement.

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Taking the time to make your vehicle "trip-worthy" makes any family car vacation more safe and enjoyable. Some basic tips include

inspecting the radiator for leaks, checking all hoses for possible cracks or sponginess, checking the level of the transmission fluid

and checking the battery cable connections to make sure they're firmly attached. Once on the road, never leave your car unattended.

Ford 1997 F-150 leads F-series family lineup

In one of the most comprehensive vehicle launches in its history, Ford Motor Company will begin to phase into production later this year a new family of F-150 pickup trucks at four assembly plants in the United States and Canada.

The 1997 Ford F-150 is the first of the new F-Series trucks to debut. New from the ground up,

size pickups for 18 years, with an average market share of more than 40 percent. Ford expects to build on its sales success by capitalizing on the new truck's strengths and by increasing production of F-150 Super Cabs to meet the growing demand for that body model.

In the last five years, industry

Captain's chairs in the regular cab, power seats, leather seating surfaces, a six-disc CD changer and anti-theft systems are among the new options available to customers demanding personal-use features.

The Norfolk, Va. and Kansas City, Mo. assembly plants will take the lead in a phased-in launch of

regular cabs and super cabs in late November.

Kansas City is scheduled to begin production of regular cabs, super cabs and crew side models in mid-December. In the third quarter of 1996, the Michigan truck plant in Wayne, Mich., and the Ontario truck plant in Oakville, Ontario, will ramp up production for the 1997 F-150.

F-Series has been the best-selling vehicle, car or truck, in the country for 13 consecutive years. To continue to meet customer demand and help ensure vehicles are launched with the highest quality, Ford will phase in production of the F-Series family of pickups rather than conduct a simultaneous multiple-plant changeover.

Ford's new F-150 takes the concept of the full-size pickup to a new level in terms of features and functional attributes, while continuing to combine the legendary tough and rugged performance our customers expect.

—Ross Roberts

the truck is bigger inside and out, delivers the highest available V-8 payload capability, improved performance and handling, more safety features and customer value. Its innovations include an industry-first standard third door on the Super Cab model that provides easier access to the rear seat for passengers or cargo storage.

"Ford is the leading manufacturer of trucks worldwide, and we're very proud of the success of the F-Series family," said Ross Roberts, Ford Motor Company vice president and Ford division general manager.

"Ford's new F-150 takes the concept of the full-size pickup to a new level in terms of features and functional attributes, while continuing to combine the legendary tough and rugged performance our customers expect."

As the largest segment in the growing truck industry, the full-size pickup market represents a major sales opportunity for Ford.

Ford has led in sales of full-

sales of full-size extended cab pickups have nearly doubled. In 1994, they accounted for almost 40 percent of all full-size pickup sales in the country.

For the first time, F-150 Super Cabs will be built at four Ford truck plants to help ensure that the company meets customer demand in the United States and Canada. Previously, F-150 Super Cabs were built only at the company's Kansas City, Mo. assembly plant.

Ford also looks to capitalize on the breadth of the pickup truck market by offering a complete lineup of full-size trucks. Buyers can choose from a wide range of model combinations.

The new F-150 will be available in Style side and Flare side models in both regular cab and super cab, in short and long wheelbase versions, and in 4x2 and 4x4 drive train configurations. Each model has its own distinct features that match the owner's desire for a work or recreation vehicle—or one that can accommodate a combination of activities.

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Ford's new F-150 takes the concept of the full-size pickup to a new level in terms of features and functional attributes, while continuing to combine the legendary tough and rugged performance our customers expect.

As the largest segment in the growing truck industry, the full-size pickup market represents a major sales opportunity for Ford.

Ford has led in sales of full-

regular cabs and super cabs in late November.

Kansas City is scheduled to begin production of regular cabs, super cabs and crew side models in mid-December. In the third quarter of 1996, the Michigan truck plant in Wayne, Mich., and the Ontario truck plant in Oakville, Ontario, will ramp up production for the 1997 F-150.

Car drivers pet peeve No. 1: Being cut off in traffic

DETROIT (AP) — If you really want to annoy other motorists, cut them off in traffic. They're less concerned about whether you run a red light.

Those are among the findings of a national survey of the kinds of driver behavior found most irritating by other drivers. The study was part

of Market Opinion Research's semi-annual examination of consumer

people MOR surveyed in January said being cut off in traffic was the

16 percent said their biggest complaint was people who don't use turn signals.

attitudes on a broad range of topics. About one in five of the 1,000

most irritating action by other drivers. Here's how other driving behaviors

were ranked by the respondents:

- 16 percent said their biggest complaint was people who don't use turn signals.

- 15 percent hate tailgaters most.

- 13 percent cited people who drive too slow or drive slow in the fast lane.

- 5 percent are most irritated by drivers who travel too fast.

- 3 percent put cellular phone users, red-light runners and dis-courteous drivers at the top of the annoyance list.

- 2 percent cited people who change lanes too often.

Drain block saves battery

the car.

If you come back to your car and find that the battery has been switched off by Battery Buddy, you'll have to open the hood to press a reset button — but that's somewhat less hassle than hauling out the cables and finding someone to help you with a jump-start.

By switching off the discharge before battery damage can take place, Battery Buddy also can maximize battery life, Dycrest says.

It is available for all vehicles that use a 12-volt automotive battery. The suggested retail price is \$39.95.

Information is available from Dycrest in Redford, Mich., at 1 (800) 325-2566.

Understanding design aids in sport ute safety

By AL HAAS
Knight-Ridder Newspapers

Q. I recently bought a Nissan Pathfinder sport-utility vehicle that I like very much, particularly when it snows. There is just no comparison between this vehicle's traction and that of the front-wheel-drive Toyota Camry I traded in on it.

My son-in-law, however, doesn't share my enthusiasm. He doesn't think sport utes are very safe and says he wouldn't own one. What do you think?

A. I own a sport ute, and I wouldn't if I felt it were intrinsically unsafe. But you do have to understand and respect the vehicle's design limitations in order to drive it safely.

Almost without exception, utes are "truck-based" vehicles with higher centers of gravity than pleasure cars have, and with less sophisticated, truck-type suspensions.

In other words, they are much closer on the evolutionary chain to pickups than they are to sports cars, and you can't expect them to respond and corner like a relatively low and agile passenger car. So, a little caution is in order, particularly when turning at speed.

Speaking of operating with caution, I noticed during the recent snowstorms that a number of the people who drove the most aggressively were sitting behind the wheels of recent-vintage sport utes. I get the feeling that new owners of these trendy conveyances often have an ill-founded sense of invincibility when driving on snow and ice. While it's true that their superior traction allows utes to accelerate faster than a conventional pleasure car on slippery

surfaces, they certainly don't handle any better — and they don't stop any faster.

Q. I am in the market for a 1985-to-1990 economy car, such as a Ford Escort, Ford Tempo or Nissan Sentra. I want to tow it with my motor-home unit with all four wheels on the road. We would travel about 300 miles a day, then park the motor home and use the car for shopping, visiting, etc.

I understand that towing a front-wheel-drive car on all four wheels would put mileage on the meter. That's not a concern at this time, but I am concerned about the drivetrain. Could you or some of your experts recommend a car suitable for this use, and the preparations and precautions this type of use requires?

A. You're right: Towing a car will rack up mileage on its odometer.

As for which makes are most suitable, I can't imagine why one would be better than another. As long as you get one with a manual gearbox, you ought to be OK.

According to Bob Moyta, service manager at Philadelphia's Pacifico Ford, preparations for towing amount to the obvious: Make sure that the car to be towed is in neutral and that its tail lights and brake lights are hooked up to those on the towing vehicle.

Incidentally, since motor homes are typically heavy and thirsty, you might want to consider a vehicle even lighter than the compacts and subcompacts you mentioned. Utilizing a minicar such as the Geo Metro or Ford Aspire would lighten the load and lessen the gas-pump shock a little.

Send your automotive question to Al Haas, The Inquirer, Box 8263, Philadelphia 19101.

The hatchback area of an AMC Gremlin brought in for cleaning was being used as a cat litter pan. No pan, just a three-inch layer of used litter covering the entire area.

roofing company asked its 300 J.S. dealers to report unusual finds they've made in the cars they recondition. Here's a sample of the responses:

- The hatchback area of an AMC Gremlin brought in for cleaning was being used as a cat litter pan. No pan, just a three-inch layer of used litter covering the entire area.

- An unusual security advice, which the owner said should not be tampered with. Stay out of the trunk, he warned the technician. "It's no big deal. I keep a snake in there that I put in the front seat when I park in unsafe neighborhoods."

- Another technician found an urn filled with grandmother's ashes lodged behind the spare tire in a car he was cleaning. Other found items included a stuffed armadillo and a man's leopard-print G-string stuffed under a seat.

Rolls-Royce owners lease

DETROIT (AP) — Rolls-Royce is hoping to get new people into its cars — which have prices that go up from about \$140,000 with a three-year leasing program that can put you in the driver's seat for \$1,699 a month.

"Nearly 80 percent of high-end luxury cars are currently handled through leasing programs," says Robert Wharen, Rolls-Royce Motor Cars Inc. managing director. "Our new leasing program will attract many who were hesitant about buying a new Rolls-Royce Bentley and will enable them to live a dream."

The new leasing program makes a Rolls available for \$1,699 a month and a Bentley Brooklands \$1,499 a month. The prices are based on 36-month leases, though 24- and 60-month terms are available. They apply to any Rolls or Bentley models available in North America.

"In addition to introducing the Rolls-Royce and Bentley experience to a new range of drivers, we expect it to persuade some existing Rolls-Royce owners to get into a new model," Wharen says.

3,000 Pairs at 50% to 75% Off!

Vasque  World Class Hiking Boots

FINAL 4 DAYS!

Vasque Clarion Impact
Full Grain NuBuck Leather
Backpacking Rated!
\$49
List \$102
Mens 7-15, Ladies 5-10 #7683, 90

Vasque Alpha Gore-Tex®
Slate Blue/Grey Full Grain Leather
Gore-Tex Waterproof!
\$69
List \$120
Mens 7-14, Ladies 5-10 #7443, 44

FINAL CLOSEOUT!!!
Vasque Alpha and Worldwalkers
Blue & Gray
\$15
List \$25
Mens 7-8.5, 12
Ladies 6-9.5 #7521/22

Vasque Kids Klimbers
These incredibly long-wearing kids boots feature free laces & stitching
\$27
List \$53-58
#7401, 05, 06, 07, 12

Vasque Clarion All-Leather
Slate Blue/Grey Full Grain Leather
Backpacking Rated!
\$59
List \$135
Ladies 5-11
#7898, 7897

Vasque Alpha Low
Full Grain NuBuck Leather and Cordura.
Mens Brown/Green, Ladies Grey/Green
Mens 7-14, Ladies 6-10
\$29
List \$67
#7381, 35

Vasque Nubuck Alpha
Brown Full Grain All-Leather
Light and Flexible
\$45
List \$88
Mens 7-14, Ladies 5-10
#7437, 38

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Reliability rankings

By The Associated Press

Highlights from Consumer Reports' auto-reliability surveys:

Reliability:

Reliability rankings of 1995 models, from best to worst.

- Acura
- Infiniti
- Honda
- Geo
- Subaru
- BMW
- Toyota
- Mazda
- Volvo
- Saturn
- Nissan
- Eagle
- Lexus
- Lincoln
- Mercedes-Benz
- Chrysler
- Oldsmobile
- Jeep
- Pontiac
- Ford
- Buick
- Dodge
- Mercury
- Plymouth
- Volkswagen
- Chevrolet
- Saab
- Cadillac

Best of 1996

Consumer Reports' selections, based on its testing and reader surveys.

Best family sedan — Toyota Camry

Best inexpensive car — Honda Civic

Best sport-utility vehicle — Ford Explorer

Best high-mileage car (fuel economy) — Toyota Tercel

Most fun to drive — Mazda MX-5 Miata and BMW 318ti hatchback

Best regardless of price — Mercedes-Benz E320

Used cars to avoid

Least reliable used cars, based on model years 1988-94. List starts with the worst.

- Dodge Monaco
- Eagle Premier
- Hyundai Excel
- Jeep Wrangler
- Ford Taurus SHO
- Chrysler Town & Country
- Dodge Grand Caravan
- Plymouth Grand Voyager
- Ford Bronco
- Oldsmobile Cutlass Calais
- Chevrolet S-10 Blazer
- GMC S-15 Jimmy
- Oldsmobile Bravada
- Ford Tempo
- Mercury Topaz

Note: Some brands or models are not included because of insufficient data.



The Acura 3.5 RL is successor to Honda's luxury division flagship Legend. Completely redesigned, it made its debut in February.

Year-round cooling check essential

DETROIT (AP) — The brutality of winter in many parts of the country can lead many motorists to ignore the problems of heat.

Even when it's 10 below, the internal temperatures of your car's engine can approach 5,000 degrees. That means attention to your cooling system should be a year-round routine.

Here's a cooling system tune-up checklist from the Car Care Council in Port Clinton, Ohio:

• Use a brush and a garden hose to flush dirt, bugs and leaves from

you don't have the tools for flushing the cooling system, have it done by a service technician.)

• Inspect the radiator and hoses for leaks, cracks or soft, mushy sections. Tighten all clamps and replace hoses as needed.

• Look for the heater hose running from the engine through the firewall to the heater core under the dash. Replace swollen or cracked hoses. To check the hoses, start the engine and turn on the heater. If the hoses are still cool after 10 minutes, they could be clogged.

• Inspect all engine belts for wear and cracks. Replace belts that are worn, cracked or glazed. Adjust loose belts. Some engines have a V-ribbed belt that drives some or all of the accessories. If the belt grooves show excessive cracking or chunks are missing, replace it.

• Check the thermostat by running the engine 10-15 minutes. Generally it is OK if you can feel warm coolant moving through the upper hose. Tighten loose bolts on the thermostat housing at the engine.

• Clean the engine exterior. Oil and dirt can hide leaks and insulate the engine, making it run hot.

The council says you should be especially conscientious if your vehicle has an aluminum radiator because aluminum is more vulnerable to some of the chemicals formed as antifreeze breaks down.

Replace swollen or cracked hoses. To check the hoses, start the engine and turn on the heater. If the hoses are still cool after 10 minutes, they could be clogged.

the front of the radiator.

• Inspect the radiator cap. Replace it if the rubber gasket is broken, dried out or missing.

• Check the condition and level of the coolant. (If you don't have the measuring device needed, have it done at a garage.) If the coolant is rusty, flush the system and replace it with a 50-50 mixture of water and antifreeze. (Again, if

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you don't have the tools for flushing the cooling system, have it done by a service technician.)

Henry Ford Museum takes visitors through auto history

The nation's newest highway transports millions of travelers on a journey through history as the centerpiece of Henry Ford Museum's major exhibition "100 Years of the Automobile in America."

Designated "Highway 100," the multi-lane roadway winds through 100,000 square ft. of terrain that depicts the American landscape — urban and rural, past and present — giving Museum visitors an unparalleled view of the automobile industry's profound and far-reaching influence.

"This indoor road is truly an innovation super-highway," said Gerald K. Skramstad Jr., president of Henry Ford Museum & Greenfield Village. "Along the route our visitors will discover the growth of the industry and an unparalleled legacy of ingenuity and resourcefulness."

More than 100 cars and thousands of artifacts vividly illustrate how the automobile evolved from a 19th-century novelty into a mainstay of American culture and the most influential industry in American history.

upon a journey that starts in the future and carries them backward in time for vivid encounters with some of the century's greatest innovators and the products of ingenuity they left behind.

Occupying the first parking spot along Highway 100 is the sleekly futuristic Ghia Via, on loan from Ford Motor Co. This prototype "sports car for the year 2000" represents the industry's ongoing spir-

1896 Duryea Motor Wagon, the sole surviving example of the 13 cars created by Charles E. and J. Frank Duryea and recognized as the first production run of American cars.

As they pass through the highway entrance, visitors embark

it of innovation and complements the exhibition's display of vehicles that were considered revolutionary in their time.

Visitors will also find familiar favorites that American families have owned and loved throughout the past century from the 15 millionth Model T Ford to the first Honda Accord to be made in the U.S.A.

But there's more than just automobiles along Highway 100. Visitors can take exit ramps to explore "side road" sections that focus on elements of automotive design, marketing and promotion, plus aspects of American life that have come into being because of the automobile.

"Cars are responsible for the existence of everything from fast food restaurants to motels," said Bob Casey, the Museum's curator of transportation.

"Things like gas pumps, service stations, drive-in movies and campgrounds have been a part of the American scene for so long, we tend to forget that the automobile also gave those industries their start," he said.

Those roadside icons aren't just represented, they are part of the exhibition. An actual 1960s Holiday Inn room, 1930s Texaco service station, 1940s diner, 1950s McDonald's neon sign, and even a recreated campground give visitors a three-dimensional view of the

far-ranging influence of the automobile on both landscape and lifestyle.

Not to be forgotten are the people who have helped keep the car on the road and in the forefront of the American dream.

Visitors can get to know industry giants such as Henry Ford and Walter P. Chrysler, along with innovators such as Ray Kroc and Kemmons Wilson, who made life more pleasant for travelers by rounding, respectively, the McDonald's restaurant chain and Holiday Inn.

They'll also find people from the past who truly breathe life into automotive history. A diner waitress dishes out details about the American scene in the post-World War II era, and a Model T salesman will appeal to prospective "buyers" by allowing them to pose for pictures in a gleaming black 1917 touring car.

Vintage photographs depict car lovers of many generations engaged in work and play, while television commercials, brochures and advertisements illustrate the many ways advertisers have sought to fuel the American driving desire.

Testimonials to favorite cars range from the solicited and remunerated (including TV personality Dinah Shore's tuneful invitation to "see the U.S.A. in your Chevrolet") to the unsolicited and ques-

Cars are responsible for the existence of everything from fast food restaurants to motels

—Bob Casey

tionable (such as bank robber and car thief Clyde Barrow's personal declaration to Henry Ford "I have drove Fords exclusively when I could get away with one. ")

Visitors are sure to find some of their own memories and dreams, inspirations and ambitions as they travel Highway 100 through "100 Years of the Automobile in American Life."

Although it won't be found on an interstate map, Henry Ford Museum's Highway 100 is the only road in the nation to span automotive history and explore the sweeping changes that have come about over the first century of the American automobile industry.

"The road has become the outstanding metaphor of the 20th century, so it's appropriate that the road itself be an important part of this exhibition," Skramstad said.

"Throughout the auto industry's centennial year and in years to come, Highway 100 will help our visitors connect with a heritage of

ingenuity and prepare for the future by looking in the rear-view mirror."

If You Go...

Henry Ford Museum & Greenfield Village is in Dearborn, Michigan, 12 miles west of downtown Detroit. Directional signs are posted along routes I-75 and I-94, the Southfield Freeway (M-39), and Michigan Avenue (U.S. 12). Parking is free.

Information by phone:

313-271-1976, 24-hour recorded message

800-TELL-A-FRIEND (835-5237), outside 313 and 810 area codes Telephone

Device for the Deaf 313-271-2455

Hours: Museum & Village open 9 a.m. to 5 p.m. daily.

Prices: Adults \$12.50; senior citizens, 62 and over, \$11.50; children 5-12, \$6.25; children under 5 free. Admission to the Museum and Village is separate.

Combination tickets (unlimited access to both sites for two consecutive days) adults \$22, youth 5-12 \$11. Annual Ticket \$28 adult, \$14 youth.

Henry Ford Museum & Greenfield Village is an independent, non-profit educational institution not affiliated with the Ford Motor Company or the Ford Foundation.

Car memorabilia guide gives value along with automobiles past

By JIM MATEJA
Chicago Tribune

So you're rummaging through the car or basement and come across a catalog listing accessories available for a 1955 Cadillac.

It's junk.

Sitting next to the catalog is an 1956 road map of Michigan that jumps obviously used to pilot that Caddy to the Motor City.

And hiding at the bottom of the box of refuse is a can of Delco hydraulic shock-absorber fluid.

Another contribution to the junk

The family will be proud that you

just got rid of totally useless garbage.

Of course, the family's happiness might be tempered a bit if it realized you just threw out \$80 worth of collectible automobile memorabilia.

The catalog is worth \$30; the map, \$15; the can of fluid, \$35.

One man's junk truly is another man's treasure.

These items are just a few of the thousands of listings of the values of auto collectibles compiled in a new 416-page softcover tome called "Car Memorabilia-Price Guide" published by Krause Publications in Iola, Wis.

Not only do you learn values, but you learn automotive history at the

same time. For example, a 1948 Illinois license plate is worth \$55.

After World War II, metal was still scarce so some states issued plates made of compressed paper held together with a gluelike material made of soybean oil. Not too many of those plates can be found today because cows could smell the soybean oil and ate the plates right off the cars.

Turning from the rear to the front of the car, historically hood ornaments have served as eye-catching decorations for decades. In recent years, cars have shed the ornaments because the government feared folks would be impaled on them in the event of a front-end collision, and

they were so decorative that kids would steal them and fasten them to chains to wear as jewelry.

One of the more famous ornaments of the past was the Pontiac Indian, worth \$125 to \$150 today.

A Rolls-Royce "Spirit of Ecstasy" is worth even more, \$550, but the creme de la creme of ornaments is the glass Renard fox from the Lalique glass mascot collection produced only in the '20s and '30s. If you find one of those buried in dust and grime it would be well worth your while to clean it up — carefully — because it's worth \$200.

OK, so your collection of auto memorabilia is limited to Matchbox cars. You may regret the day you

ever tossed the collection away considering a 1957 Ford Zodiac convertible is worth \$90; a 1968 Ford Heavy Wreck truck, \$100; a 1958 MGA, \$125; a 1960 D-Type Jaguar, \$145; and a 1960 Bluebird Dauphine trailer, \$200.

Ever hear of Structo toys? If you bought and kept a 1930 Structo U.S. mail truck, you'd be holding onto a \$550 toy.

Tonka? The 1960 Ladder Fire Truck is worth \$250; a Ford Marshall Field & Co. forest green semi, \$400; a white 1955 Minute Maid truck, \$650.

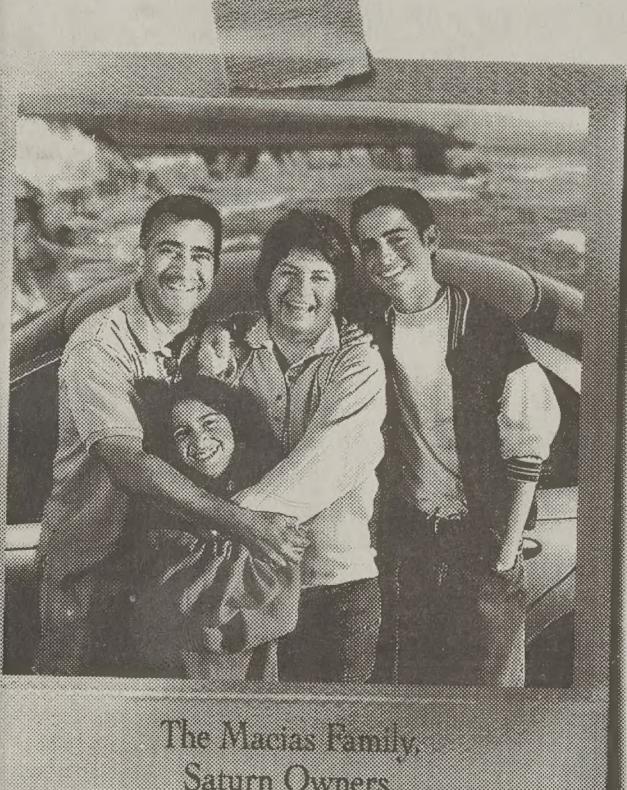
Remember those scale-model service stations?

You could pull your scale-model

Bekins Van Lines Co. tractor trailer up to the miniature pump for a fill. A 1961 Texaco scale-model station is valued at \$400. Oh, and the Bekins truck is valued at \$2,000.

Other treasures include a Walker Muffler wall clock shaped like what else? — a muffler valued at \$150; a neon Plymouth dealership sign shaped like a flag, \$325; a neon Chrysler dealership sign (blue, 1940s), \$975; a Cadillac cigar box, \$185; a Packard screw-on hubcap, \$40; an Esso service-station uniform shirt, \$27; and an 1892 Columbus Buggy token issued at the Columbian Exposition in Chicago, \$40.

“ It's a family kind of thing. ”



Our family, like most, features some pretty interesting characters. Three sedan models, two wagons and two coupes. And, you know, we're proud of every single one. (We try not to play favorites.) Both the sedan and wagon have seen some improvements this year — more

headroom, daytime running lights and a sleek new look. There's even a redesigned rain gutter we're all excited about. And the coupe, of course, is as sporty as ever. But listen to us prattling on. Kind of embarrassing, isn't it? Hope to see you soon.

Saturn SL1 \$11,785

SCI \$12,585

SW1 \$12,385

The 1996 Saturn SL1, SCI and SW1. Manufacturer's Suggested Retail Prices include retailer preparation and transportation. Tax, license, options and state-required equipment additional. Each retail facility is responsible for setting its own selling price, which may differ from the price suggested above. ©1995 Saturn



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Study hung up on car phones

By TIM GROBARTY
Knight-Ridder Newspapers

Researchers like to win one every once in a while.

That's why you have studies coming out almost every week in which researchers triumphantly proclaim, in front of news photographers' flashing strobes, that they have found that, say, pork burritos fried in lard, slathered with sour cream and guacamole and wrapped in bacon aren't good for your heart and, further, could cause some weight gain as well.

These are the types of studies, we're guessing, that they give to researchers burned out after decades of frustrating work chasing cancer cures.

The latest softball study that we've filed next to a five-year study that shows that kids are sometimes given to nightmares after watching the flying monkeys on "The Wizard of Oz" comes from a research team that has found that drivers who have a cellular phone in the car stand a greater risk of having an accident than other motorists.

In an article in the March issue of the British journal Accident Analysis and Prevention, researchers from the Rochester Institute of Technology and the University of New York at Buffalo interviewed 100 New York motorists who had been in traffic accidents and 100 who hadn't and found that 13.7 percent of those involved in accidents owned a cellular phone, while only 10.6 percent of the accident-free drivers had phones in their car.

Further, the eye-opening study reveals, the danger is brought up several notches when motorists use the car phone while doing something else, such as lighting a cigarette or drinking coffee. The researchers stopped short of studying the perils that face the driver who is on the phone while in the back of the van lining up a three-rail shot on the 8-ball in the side pocket.

In a move torn from the tobacco industry's playbook, the Cellular Telecommunications Industry Association dismissed the study as limited and flawed.

And so, to really nail down the issue (and as long as there's still a grant dollar or two rattling around in the coffee can), the researchers are planning a larger survey.

Even while driving home Monday, only slightly distracted by thinking about the researchers' report, we almost rear-ended a giant Oldsmobile that cut in front of us piloted by a chatty motorist working a car phone the size of a loaf of bread. The only thing that stopped us from winning a Pulitzer in Irony was our own unencumbered vigilance no phone, no smokes, radio was fine, coffee was in its cunning little holder. Otherwise, the other driver never knew what almost hit him.

"We don't have any number on accidents caused by car phones, but I know they're a

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Saturn, Buick, GMC lead best value picks

CHICAGO (AP) — American nameplate trucks, vans and sport utilities passed the foreign competition in IntelliChoice Inc.'s picks of the 1996 vehicles that are the best overall values.

"In the truck-SUV-van categories, 10 domestic models overwhelmed their one foreign counterpart, while in the car classes, best values were split evenly with seven class winners apiece," says

IntelliChoice President Peter Levy, who released the automotive information firm's ratings at the Chicago Auto Show.

General Motors Corp.'s GMC division had five separate vehicles on the IntelliChoice value list.

The Campbell, Calif., company evaluated nearly 900 new cars and trucks, rating them on overall cost of ownership. That measure includes purchase price, depreciation,

financing, insurance, fuel, maintenance and repair cost. It is not affected by performance, practicality, style, image or safety considerations.

The company chose vehicles with the best overall value in 23 categories.

The top picks among American vehicles were the Saturn SL series for cars under \$20,000, the Buick Park Avenue for cars over \$20,000,

and GMC Sierra pickup models both low and high-price categories.

The best foreign nameplate value under \$20,000 was the Honda Civic LX. Best value over \$20,000 was Mercedes-Benz C220. The best foreign nameplate truck value under \$18,000 was Mazda B2300 SE Cab Plus. Toyota's T100 Extracab 4-wheel drive was best foreign truck over \$18,000.

Internet info

Sites on the Internet World Wide Web with information aimed at car buyers and owners:

Manufacturers

General Motors: <http://www.gm.com>

Ford: <http://www.ford.com>

Chrysler: <http://www.chryslercorp.com>

Toyota: <http://www.toyota.com>

Honda: <http://www.honda.com>

Nissan: <http://www.nissan-motors.com>

Mitsubishi: <http://www.mitsubishi-motors.co.jp>

Mercedes-Benz: <http://www.daimler-benz.com>

BMW: <http://www.bmwusa.com>

Jaguar: <http://www.jaguarvehicles.com>

Volkswagen: <http://www.vw.com>

Volvo: <http://www.volvo-cars.com>

Auto ratings: How they measure up

Here's how 1996 cars and light trucks stacked up, rated on the basis of purchase price, depreciation, financing, insurance, fuel, maintenance and repair cost:

Cars

•Subcompact over \$12,500: Honda Civic LX

•Subcompact under \$12,500: Saturn SC1

•Compact over \$17,000: Infiniti G20

•Compact under \$17,000: Saturn SL series

•Midsize over \$20,000: Toyota Camry LE/XLE

•Midsize under \$20,000: Chevrolet Lumina, Buick LeSabre Custom, SportMitsubishi 3000 GT series, Ford Mustang GT convertible,

Luxury Mercedes-Benz E320, Near luxury Mercedes-Benz C220, Small wagon Saturn SW series

•Midsize/large wagon over \$20,000: Toyota Camry LE/LE V6

•Midsize/large wagon under \$20,000: Ford Taurus GL

Trucks, vans, sport-utility vehicles

•Full-size utility: Chevrolet Tahoe

•Intermediate utility (tie) GMC Jimmy, Chevrolet Blazer

•Compact pickup 4-wheel-drive: Toyota Tacoma Xtracab

•Compact pickup 2-wheel-drive: GMC Sonoma SLS

•Full-size pickup 4-wheel-drive: GMC Sierra K1500/K2500

•Full-size pickup 2-wheel-drive: GMC Sierra C1500/C2500

•Full-size van GMC: G3500 Rally Wagon Extended

•Minivan over \$20,000: Dodge Grand Caravan SE/LE

•Minivan under \$20,000: (tie) Plymouth Grand Voyager, Dodge Grand Caravan

Best 1996 American name-

plate

•Car value under \$20,000: Saturn SL series

•Car value over \$20,000: Buick Park Avenue

•Truck value under \$18,000: GMC Sierra C1500/C2500

•Truck value over \$18,000: GMC Sierra K1500/K2500

Best 1996 foreign nameplate

•Car value under \$20,000: Honda Civic LX

•Car value over \$20,000: Mercedes-Benz C220

•Truck value under \$18,000: Mazda B2300 SE Cab Plus

•Truck value over \$18,000: Toyota T100 Xtracab SR5 4WD

IntelliChoice publishes *The Complete Car Cost Guide* and *The Complete Small Truck Cost Guide* and gives computer users access to some of the data it collects through the commercial online services and on the Internet's World Wide Web at <http://www.intellichoice.com>.

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